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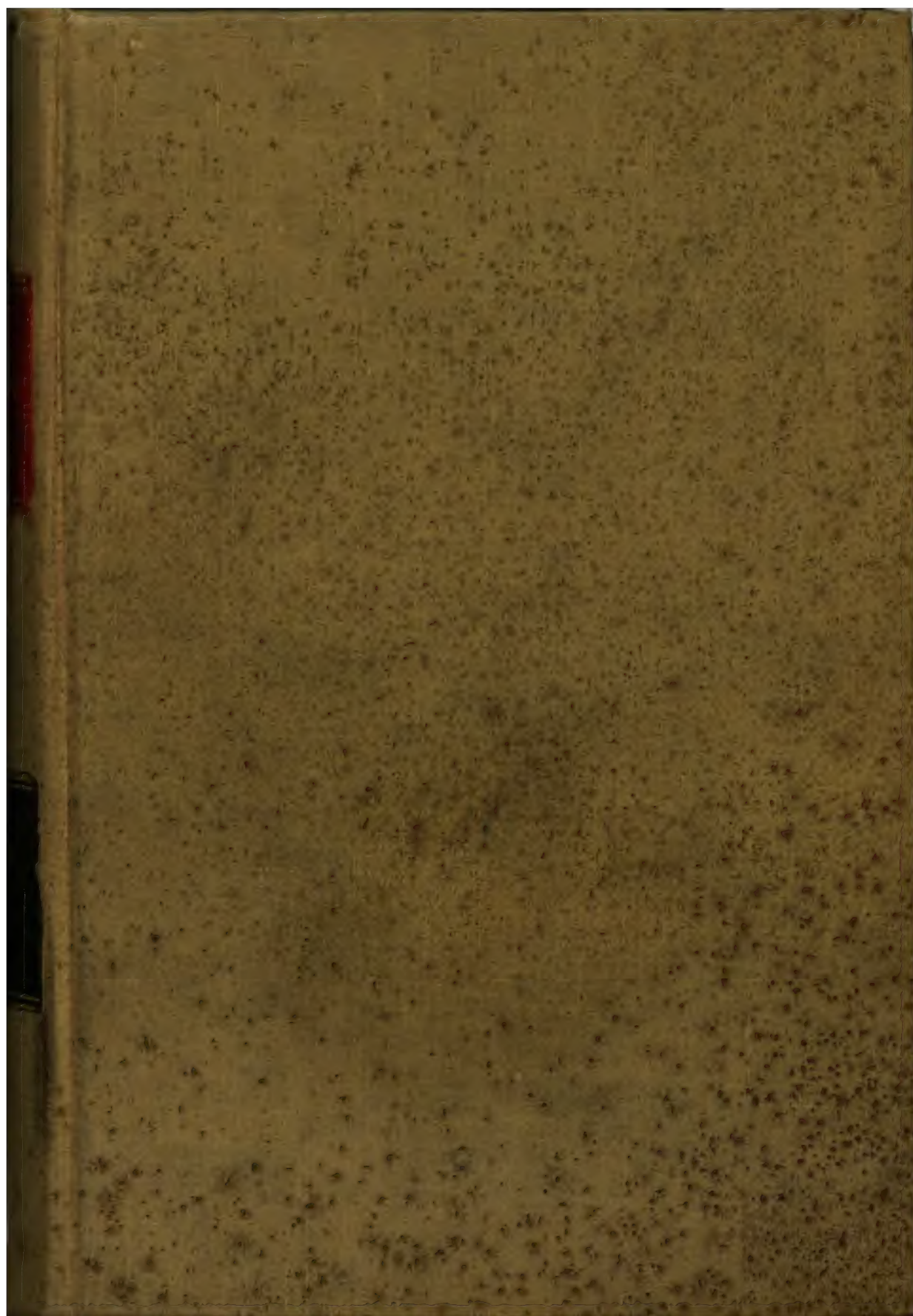
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1907

FIRST ANNUAL REPORT

OF THE

RAILROAD COMMISSION

OF WISCONSIN.

From December 1, 1906, to June 30, 1907.

(Statistics from June 30, 1906, to June 30, 1907.)



MADISON
DEMOCRAT PRINTING COMPANY, STATE PRINTER
1908

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LETTER OF TRANSMITTAL.

MADISON, WIS., December 2, 1907.

To his Excellency, HON. JAMES O. DAVIDSON,

Governor.

As required by law, we have the honor to submit our Annual Report containing an account of all matters pertaining to this office, from December 1, 1906, to July 1, 1907.

RAILROAD COMMISSION OF WISCONSIN,

By J. M. WINTERBOTHAM,

Secretary.

ERRATA.

Page 61, line 8, for is read are.

Page 180, No. 812, for sec. 1082 read sec. 1802.

Page 200, No. 866, complainant H. C. Prange Co.

Page 206, No. 881, last line, for to read is.

Page 256, transfer \$578.77 from column 4 to column 3.

Page 282, insert Chicago before St. Paul in title.

Page 336, column 3, for Telephone read Telegraph.

PART I.

A General Account of the Work of the Commission.

On December 1, 1906, this Commission submitted to the governor its first biennial report. That report covered a period of seventeen months and contained in full the text of all decisions rendered up to December 1, as well as a discussion of the methods followed in handling complaints and investigations which it had undertaken. The present report contains a period of but seven months, extending from December 1, 1906, to June 30, 1907, and some of the features of the former are here omitted.

The legislature, by chapter 582, Laws of 1907, authorized the printing and publishing for distribution, in bound volumes of convenient size, the opinions and decisions of the Commission, in editions of not to exceed 2,500 copies of any one volume so published; therefore, to avoid duplication, there is omitted from the present report the text of the decisions rendered, but there will be found herein the syllabus of each formal decision made by the Commission during the period covered, also the substance of each formal complaint filed which was disposed of without a formal order. The substance and disposition of each informal complaint and other informal matters is given together with tabulations showing in full all reports made to the Commission, including those covered by the calendar year ending December 31, 1906, and

the fiscal year ending June 30, 1907. It also includes tabulations showing the summary of accident and other reports made monthly to the Commission, as well as other data made to the Commission relating to the operation and control of railways.

The omission of the text of the formal orders, and the short period covered by it, restricts the size of the present volume very materially as compared with the preceding report.

RAILWAY REPORTS.

For the years ending December 31, 1906, and June 30, 1907, there were in all fifty-one railway companies reporting to this Commission. This, it is believed, includes every company in the state doing business as a common carrier, but it does not include those logging railways which are not acting as common carriers, such companies being exempt from the provisions of the law.

In Part IV of this report will be found tabulations showing in detail the statistics furnished the Commission by street and interurban railways doing business in the state.

Under the Railroad Commission Law as originally enacted the Commission had no jurisdiction over street railway companies whose lines did not extend beyond the limits of the municipalities in which such companies were operating. The last legislature has, under the provisions of chapter 582, placed all such companies under the direct jurisdiction of the Commission.

RAILWAY MILEAGE.

The number of miles operated by these fifty-one companies within the state is 7,292.38 miles, as shown by their reports for the year ending June 30, 1907, while the mileage shown by their reports for the year ending June 30, 1906, was 7,014.16, an increase during the year of 278.22 miles. This increase is largely due to the extensions of the Chicago &

North Western Railway and of the Wisconsin Central Railway, and also the constructions of the La Crosse & Southeastern Railway, and the Wisconsin & Northern Railroad, which roads were under construction during the year ending June 30, 1906, and consequently made no report.

COST OF RAILWAYS IN WISCONSIN.

The total cost of the lines of railways in Wisconsin, as shown by their reports to this Commission and to the state treasurer, for the year ending December 31, 1906, is \$255,389,944.01 as against \$247,069,462.54 reported for the year 1905, showing an increase of \$8,320,481.65. The gross receipts for the same year increased \$5,392,086.85 over the preceding year, while the net receipts increased \$1,488,171.22. Other comparisons might be made and reference is made to them in Part IV of this report, in which figures in detail are given.

PASSES.

The requirements of chapter 362, Laws of 1905, relating to the reports of passes issued were found by the railway companies to be burdensome for the reason that they were required to report to this Commission all passes, including trip passes issued to persons regularly and exclusively in their employ. The number of trip passes issued to their employes was so large that they applied to the legislature to be relieved from the necessity of reporting them, and in response to this request the law was amended permitting this Commission, in its discretion, to exempt the companies from reporting trip passes issued to persons regularly and exclusively in their employ, but requiring the companies to preserve a record of such passes for a period of two years after their issuance, which record should be open to the inspection of the Commission. Under this provision of the law, a number of companies have applied to be exempted from making such reports, and upon proper showing they were so exempted.

NEWSPAPER MILEAGE.

Since January 1, 1907, the railway companies doing business in Wisconsin have discontinued the issuance of mileage tickets in exchange for advertising. This report contains a tabulation showing the mileage so issued from July 1, 1906, to January 1, 1907, but nothing has been reported since that time.

NUMBER OF COMPLAINTS.

The number of complaints filed in the period covered herein has increased materially over those filed in the corresponding time covered by the preceding volume.

There were 72 formal complaints filed, 30 of which were heard and decisions and orders made therein and published. There were 413 informal complaints and other informal matters filed, which were disposed of without any affirmative action on the part of the Commission, making a total of 485 complaints presented to the Commission. The distribution of these complaints by months is shown in the following table:

1906.	Formal.	Informal.	Total.
December	16	68	84
1907.			
January	10	57	67
February	6	46	52
March	8	59	67
April	9	85	94
May	10	58	68
June	13	40	53
Total	72	413	485

NATURE OF INFORMAL COMPLAINTS AND OTHER INFORMAL MATTERS.

The informal complaints and other informal matters, as shown above, are 413 in number. The complaints related to a wide variety of subjects and frequently questions of great in-

portance to localities were disposed of by correspondence, the Commission acting as intermediary between the parties. The other informal matters spoken of consisted of investigations regarding certain railroad accidents, applications for approval of interlocking plants, applications for authority to put emergency rates into effect, etc., the details of which are given hereafter.

FORMAL COMPLAINTS FILED WITH AND INVESTIGATIONS
BEGUN BY THE COMMISSION.

The formal investigations begun by the Commission all related to rates and were five in number, on three of which formal orders were issued reducing rates. The formal complaints and the investigations of the Commission can be roughly classified as follows:

Rates	27
Station facilities.....	16*
Railroad crossings	3
Train service.....	20*
Claims	3
Express rates and service	4

In considering the questions presented by the above complaints, the Commission was able to call to its assistance Prof. W. D. Pence, its engineer, under whose direction some important investigations relating to its work were undertaken.

INVESTIGATIONS.

In addition to the investigations included in the foregoing table, the Commission has, on its own motion, undertaken others which relate in part to the weighing of freight in cars, the testing of scales, the sanitation of stations and cars, express rates, rates and service of sleeping car companies, rates charged on milk and cream between points in the state including concentration rates on cream, and rates charged on pulpwood.

* One case classified under two heads.

None of these have been concluded, but it is expected that decisions affecting most of them will be included in the next annual report of the Commission.

In Part II of this report will be found some mention of the decision of the Commission relating to its investigation of the rates charged by the Minneapolis, St. Paul & Sault Ste. Marie Railway Company for passenger fares, the rates charged by certain railway companies on potatoes, and the rates charged by certain railways on live stock, in all of which substantial reductions in rates were ordered, and all of which were put into effect.

ENGINEERING QUESTIONS IN RELATION TO COMPLAINTS FILED.

Cost of track wear.—An engineering question of unusual interest arose in connection with passenger rate investigations involving the relative wear and tear produced in a railroad track by high speed passenger trains of comparatively light weight as contrasted with the wear due to heavy freight trains operated at slow speed. The investigation of this matter brought forth many phases of the subject which had hitherto received but meager consideration in similar investigations, and the conclusions reached proved to be of much importance in the rate decision since they involved the apportionment of large expenditures for track maintenance between passenger and freight traffic.

Measures of safety in railway operation.—Early in the present year an inquiry was made in relation to measures employed to insure safety of train operation on the principal railroads of the state. This inquiry included the following phases of the subject:

(1) Tests of eye-sight of trainmen; (2) Block signalling; (3) Rules for the installation of interlocking plants; (4) The protection of trainmen against overhead obstructions.

As a result of this inquiry it was found that the examinations for eye-sight on the principal Wisconsin roads include tests for distinctness of vision and color perception which ac-

cord with the standards observed by representative roads in other states. In the matter of block signalling it may be said that a substantial beginning has been made on the busier portions of the principal trunk lines of the state and that the signalling practice in vogue on the representative Wisconsin lines is, in general, abreast of the times. The investigation of the subject of interlocking was directed primarily to the formulation of a set of rules to govern the installation of interlocking plants at railroad crossings and at drawbridges throughout the state. After some further consideration of the matter it is intended to issue these interlocking rules and also a set of regulations to provide for the installation of warnings at bridges and other overhead obstructions which menace trainmen in freight train operation.

Highway crossings.—Field examination and reports have been made in a number of cases involving the protection of traffic at highway crossings. In one case crossing alarm bells were installed at a dangerous crossing within station limits upon complaint by the village board. In another instance, where the examination developed the fact that the grade crossing should be eliminated, the Commission, by the advice of the engineer, ordered the construction of a subway, with the recommendation that under existing conditions the local authorities should co-operate in the work. In a third case the engineer examined a series of railroad street crossings at grade in one of the principal cities of the state and reported to the Commission as to the efficiency of the watchmen provided by the several railway companies involved. At one of these crossings, where there had been a serious accident, it was recommended that gates be installed as an additional precaution.

Side track locations.—In several cases involving the construction of side tracks, examinations have been made on the ground by the engineer and reports submitted to the Commission concerning the practicability of constructing the side track at the desired location and the effect of such track upon the safety of train operation. The engineer has also been called upon in a number of instances to verify estimates of cost of

such side tracks submitted to the Commission by the railroad companies.

Track inspections.—Inspections of railway tracks have been made in a number of instances and reports submitted to the Commission relative to the same. One such case involved the serious neglect of a short stretch of main track which was soon to be abandoned in the process of revision in the location of the line. In another instance, where a complaint was made relative to the condition of a branch line, the examination showed that the railroad company had made fair provision with reference to all matters except track ballast. Although no systematic inspections of the entire mileage of the state have been undertaken, it should be stated that many miles of line have been inspected on foot in connection with the valuation work carried on by the engineering staff.

Milwaukee street railway valuation.—In January the valuation of the Milwaukee street railway system, aggregating some 300 miles of track, city and interurban, was undertaken by the engineering staff. This valuation was made primarily for the use of the railroad commission in the Milwaukee street car fare complaint, but it was agreed that the results of the investigation should also be used by the state board of assessment for taxation purposes. In making these valuations it was found to be necessary to include the associated lighting properties. In addition to the valuation work proper, the engineering investigations included certain phases of street car service at Milwaukee for the purposes of the Railroad Commission.

THE COMMISSION AND THE COURTS.

(M., St. P. & S. Ste. M. Ry. Co.)

Up to December 1, 1907, but three decisions of the Commission have been appealed from, the first appeal being made by the Minneapolis, St. Paul & Sault Ste. Marie Railway Company, from an order requiring it to stop a certain train at a point in Polk county, Wisconsin. Mention of this is made

in the First Biennial Report. This matter was heard in the circuit court of Dane county, which court sustained the order of the Commission. It was then appealed to the supreme court, where it will be heard during the present month.

(C., M. & St. P. Ry. Co.)

On June 1, 1907, the Commission made an order on the complaint of Harvey Clark, petitioner, against the Chicago, Milwaukee & St. Paul Railway Company to the effect that when a carload of freight has arrived at its destination on one railroad and the owner of such freight has no railroad track running to his premises, the owner may order it delivered to him on the team tracks of another railroad and pay therefor only a reasonable switching charge.

The Chicago, Milwaukee & St. Paul Railway Company appealed from this order on the 24th of August, 1907, asking to have it declared void and set aside on the ground that it enables a competing carrier with or without adequate terminal facilities to make use of the terminal facilities of other carriers on the request of the consignor or consignee, and that the order imposes on the Chicago, Milwaukee & St. Paul Railway Company a new and unreasonable duty and burden. The matter is pending before the circuit court of Dane county, and will be heard at the next term of that court.

(W. C. Ry. Co.)

On July 31, 1907, the Commission made an order requiring the Wisconsin Central Railway Company to operate or cause to be operated a certain branch line of railroad extending from Athens to Goodrich on complaint of the Rib River Land Company, petitioner, against the Wisconsin Central Railway Company, Upham Manufacturing Company and Copper River Land Company, respondents. This order, the Wisconsin Central Railway Company has appealed from on the ground that it is void, as being outside of the jurisdiction of the Commis-

sion, alleging that the branch in question is a private logging railway, constructed and operated solely by the Upham Manufacturing Company, and its assigns, the Copper River Land Company. The matter is now pending before the circuit court of Dane county, and will be heard in the near future.

EXPERTS, TEMPORARY EMPLOYEES, STENOGRAPHERS AND CLERKS.

With the largely increased duties of this Commission the legislature of 1907 provided that it might "appoint and employ a sufficient number of clerks and stenographers to perform the clerical work of the office, and might employ such experts and temporary employes, as might be necessary to perform any service which might be required of them, and should fix the compensation of such clerks, stenographers, experts and temporary employes," the experts being exempted from the provisions of the Civil Service Law. Since July 1 the Commission has been compelled to materially increase its force under the provisions above quoted. Competent engineering, statistical and other experts were found to be necessary to the prosecution of its work. Additional clerks and stenographers were needed and additional rooms were necessary for their accommodation, and in this respect the Commission wishes to acknowledge the useful and efficient aid afforded by the civil service commission in the selection of the clerical and stenographic help which has been employed. The Commission has sparingly used the power conferred upon it by the statute to select its experts without reference to the Civil Service Law, preferring to secure as many as possible of its assistants through the medium of that commission.

The Commission also wishes to acknowledge the hearty and intelligent co-operation of Mr. C. C. Bennett, the superintendent of public property, who has given it every assistance in his power in securing workrooms and the necessary office equipment.

THE WEIGHING OF FREIGHT AND THE WEIGHING OF
EMPTY CARS.

The law as amended provides that railroads shall correctly weigh all freight and empty cars when freight is shipped in carload lots, and that the Commission shall have the power to test weights made by the railroads and the scales used by them. In view of this provision the Commission has made some investigation of this important question, a hearing having been held at which many of the roads doing business in the state were represented, and much valuable testimony was submitted by shippers, the railroads and the Western Railway Weighing Association & Inspection Bureau.

CLAIMS AGAINST RAILWAY COMPANIES.

Ever since the organization of the Commission it has been in receipt of inquiries and complaints relating to claims which shippers had against railway companies, and the explanation has repeatedly been made that under chapter 362, Laws of 1905, its jurisdiction was limited to an investigation, in its discretion, and a report which it might include in its next report to the governor. Many of these claims would have been adjusted by the railway companies had it not been for the rigidity of the law. To remedy this an amendment was enacted by the last legislature under which any person believing himself to be overcharged on any shipment within the state might apply to the Commission for relief, and the Commission was given the power to investigate and determine what was a reasonable rate for the service rendered, and if the amount charged was found to have been excessive, the carrier was permitted to settle the claim with the claimant by refunding to him the amount of the overcharge. The amendment became a law on July 1, 1907. A number of complaints have been filed under this provision, but these matters are not included herein but may be found in the next annual report of this Commission.

TELEGRAPH COMPANIES.

Under the Railroad Commission Law as amended by the recent legislature this Commission has the same jurisdiction over telegraph companies that it has over railway companies. There has been, however, but one complaint filed affecting them, and that related to the quality of the service. This complaint has not yet been heard and no other reference to it is included in this report.

THE SECOND EDITION OF THE FIRST BIENNIAL REPORT OF THE COMMISSION.

The legislature of 1907, by joint resolution, ordered published a second edition of the First Biennial Report of this Commission. This edition is now in the press and will be ready for distribution at some time in the near future.

DECISIONS OF THE COMMISSION.

The last legislature, in section 1797—37m, authorized the printing and publication of the opinions and decisions of this Commission in bound volumes of convenient size, in editions not to exceed 2500 copies for any volume so published. Under this provision the Commission is preparing, and will soon publish the opinions and decisions which it has rendered up to August 1, 1907. It will be ready for distribution at some time in the near future.

STREET AND INTERURBAN RAILWAYS.

In Part IV of this report will be found tabulations showing in detail the statistics furnished the Commission by street and interurban railways doing business in the state. As stated above, under the Railroad Commission Law, as originally enacted, the Commission had no jurisdiction over street railway companies, whose lines did not extend beyond the limits

of the municipalities in which such companies were operating. The last legislature has under the provisions of Chapter 582, placed all such companies under the direct jurisdiction of the Commission.

THE COMMISSION AND THE INTERSTATE COMMERCE COMMISSION.

Section 21 of the Railroad Commission Law makes it the duty of this Commission when, after investigation, it finds that any freight rates on interstate traffic are, in its opinion, excessive or discriminatory, it shall present the facts to the railroad with a request to make such changes as the Commission may advise, and if such changes are not made within a reasonable time, it shall apply for relief to the interstate commerce commission.

Under the above provisions the Commission found, *in re Southern Wisconsin Cheesemen's Protective Association, v. Chicago, Milwaukee & St. Paul Railway Company et al.*, the rates charged on cheese by that company and the Chicago & Northwestern Railway Company from points in Green, Lafayette, Iowa, Dane and Rock counties to Chicago, to be excessive and recommended that these companies put into effect the same rates between the points in question and Chicago, that the Commission has ordered between these points and Milwaukee. This the companies failed to do and therefore this Commission petitioned the interstate commerce commission for relief. The matters are still pending.

THE PUBLIC UTILITIES LAW.

The Public Utilities Law was passed since the expiration of the period covered by this report, but as the interests affected by the act are so great, a slight discussion of some of the work which the Commission has undertaken will not be inappropriate. The law in its broad scope, places under the jurisdiction of the Commission all those companies furnishing to the public water, gas, electricity, heat, and telephone service; and subjects them to a control similar in many respects to that

exercised by the Commission over railways under the Railroad Commission Law. It differs from the Railroad Commission Law in that the rates in effect on April 1, 1907, were made the maximum rates, which can not be increased without the order of the Commission. Heavy penalties are provided for discriminations of any nature; contributions to political parties are prohibited; rebates and concessions are declared unlawful and penalties are imposed for all violations.

The burden is placed on the Commission, not only to hear and determine what is a reasonable rate or service in each case; but it also must value all the property of every utility in the state; provide a uniform system of accounting for each class; ascertain and fix adequate and serviceable standards for the measurement, quality and other conditions pertaining to the supply of the product of service rendered by any utility; establish rules, regulations and specifications to secure the accuracy of meters and appliances for measurements; and inform itself of new constructions, extensions and additions to the property of such companies as are under its jurisdiction.

COMPLAINTS.

Many complaints affecting the rates and services of public utilities doing business in the state, have been filed with the Commission and investigations relating to them are in various stages of progress. Owing to the period covered by this report, none of them are included herein.

Complaints relating to the quality of the service rendered can be taken up and heard twenty days after such complaint is served on the respondent; but complaints regarding rates involve a valuation of the property of the company complained of and the valuation of a large plant requires time.

The complaints filed relate to a variety of subjects, affecting gas, electric lighting, water, heating and telephone companies. Some of them are of great importance to the communities and the companies affected. The decisions as they are rendered will be printed for distribution and will later be assembled in the volumes of the decisions of the Commission.

APPLICATIONS FOR AUTHORITY TO INCREASE RATES UNDER SECTIONS 27 AND 105 OF THE LAW.

The rates in effect on April 1 are made the maximum rates which can be charged by any utility under the jurisdiction of the Commission for any services rendered by it to the public, and utilities desiring to increase such rates must apply to the Commission for authority to do so.

The applications filed under these sections have been numerous and show that a strict adherence to scheduled rates has been observed by but few of the public utility companies doing business in the state, some companies furnishing the service to the individual consumer at such rates as he was willing to pay and most companies having in effect rates which are more or less discriminatory.

Under the law all rates in effect on April 1, 1907, whether discriminatory or not, are made the maximum rates which can be charged and companies wishing to advance these rates are required to apply to this Commission for authority to make such advance, and as the law also provides penalties for discriminations, the owners of utilities are forced to apply to the Commission for authority to increase such discriminatory rates so as to bring them up to the level of those charged under the same circumstances and conditions to the general public.

SCHEDULES OF RATES, TOLLS AND CHARGES.

All public utilities, pursuant to the law, have been requested to file with the Commission schedules of their rates in effect April 1st and September 1st, 1907. The rates and charges in effect on the earlier date are the legal rates and charges under the new law, unless modified by order or with the permission of the Commission. Preliminary requests for these schedules were followed by blank forms. At the date of this report these forms are still being returned. Copies of all contracts relating directly to the service rendered have also been called for. The work of classifying and arranging this mass of in-

formation about the public utilities of the state will necessarily take some time to conclude. The Commission is indebted to the public utilities for the painstaking regard to the details of these schedules which they have shown.

ANNUAL REPORTS AND UNIFORM ACCOUNTING.

The law requires this Commission to prescribe systems of accounts and records for the utilities which are included in the act as well as to obtain periodical reports relative to their financial and other conditions. In accordance with these provisions, and after having investigated the different systems of accounts and methods of reporting that are now in use, the Commission has developed a uniform system of books, records and reports for each class or kind of the utilities included that are believed to meet the situation. The main purpose in this work has been to secure such a classification of both the earnings and the expenses as will fully disclose the financial condition of the utility and that will assist in developing some fair basis upon which to adjust the rates that are charged for the services rendered by these utilities. Before adoption, however, the systems thus worked out will be presented to the various parties interested for the purpose of examination and criticism. Hearings will also be held in the matter at which objections to the plans evolved, as well as suggestions of all kinds, will be received and considered. The plan of the Commission is to endeavor to secure uniformity and clearness with the least possible disturbance to present methods and without imposing any unreasonable amount of labor and expense upon the various corporations. These plans, we take it, come within both the spirit and the technical provisions of the law. It is expected that this part of our duties will be about completed by the beginning of next year.

ENGINEERING WORK UNDER THE PUBLIC UTILITIES LAW.

Expert engineering services are required in the administration of the Public Utilities Law in the following particulars:

- (1) In making physical valuations and periodical revaluations

of the operating properties of the gas, electric, heating, water and telephone companies of the state; (2) in establishing "suitable and convenient standard commercial units of product or service;" (3) in fixing "adequate and serviceable standards for the measurement of quality, pressure, initial voltage or other conditions;" (4) in establishing "reasonable rules, regulations, specifications and standards to secure the accuracy of all meters and appliances for measurements;" (5) in establishing a testing laboratory involving the selection and purchase of "such materials, apparatus and standard measuring instruments" as the Commission may deem necessary; (6) in the administration of such laboratory "for the examination and testing of any and all appliances used for the measuring of any product or service;" (7) in investigations of actual operating conditions in connection with the establishment or readjustment of rates; (8) in special investigations of questions involving quality of service; (9) in investigations of accidents or impending dangers of service.

State engineering staff.—Previous to the enactment of the Public Utilities Law a staff of engineers were actively engaged in making physical valuations of the street railway properties of the state under the Ad Valorem Tax Law of 1905. This staff was organized in January, 1907, primarily for the purpose of valuing the Milwaukee street railway system in connection with the car fare complaint before the Railroad Commission, but with the provision that the valuation should also be used for taxation purposes. In addition to the engineer in charge and the assistant engineer, who previously had been engaged in valuations of the steam roads of the state under the 1903 Tax Law, the organization of the new staff provided for a chief roadway inspector, chief mechanical inspector, chief electrical inspector, field roadway inspector, field mechanical inspector, field electrical inspector, assistant field inspectors and office assistants.

When the Public Utilities Law went into effect, it was found expedient to assign to this same staff the various engineering duties above outlined.

Valuation of public utilities properties.—Under the terms of the 1905 Tax Law provision is made for the valuation of elec-

tric lighting plants where operated in connection with street railroad properties. This fortunate provision has had the effect of greatly promoting the progress of valuing the electrical properties of the state, such valuations being accepted for the purposes of the Public Utilities Law. These physical valuations of associated electric lighting properties have been made at the following cities of the state: Appleton, Ashland, Eau Claire, Fond du Lac, Green Bay, Hurley, Marinette, Menasha, Merrill, Milwaukee, Neenah, Racine, Sheboygan, Wauwatosa, Waupaca and West Allis.

Progress in making the valuations under the Public Utilities Law proper has thus far been impeded by the fact that the staff has been much pressed in completing the valuations for taxation purposes. However, utilities valuations have either been completed or are in progress in the following cases: Augustus, telephone and electric lighting plant; La Crosse, gas and electric plant; Madison, gas and electric plant; Manitowoc, water works plant; Marinette, telephone system. Valuations are to be made immediately in a number of other cities, and plans have been formed to push the work throughout the state to completion at the earliest practicable date.

In making the physical valuation of a given property, the first step involves the preparation of a detailed inventory. With the completion of this inventory the field inspections are undertaken, and a complete record is obtained in regard to the character of the equipment, the age, service conditions, costs, and any other features which may be of assistance in fixing the final values. After completion of the field examinations of the property the notes are reduced in the office and the values of the various items are fixed. The final valuation includes the cost of reproduction of the property new, and also, by applying proper depreciations, the cost in existing condition.

The Commission wishes to acknowledge the cordial co-operation shown by some of the companies upon whose property it has undertaken to place a valuation. These companies have cheerfully furnished complete and satisfactory inventories of their property, have given the dates of, and purchase price of every item, the dates of installation, and such other facts as

have been called for. Their assistance has materially forwarded the work and greatly reduced the cost of such valuations to the state. This co-operation, however, has not been universal.

Standards of service.—With a view to establishing standards of service upon an intelligent basis the Commission has employed additional experts to undertake preliminary investigations of the service at present rendered by the public utility companies of the state. Such preliminary investigations are in progress at the present time with relation to the quality of gas being supplied in the various cities of the state, and upon the result of these tests it is the purpose of the Commission to base tentative standards for discussion at a public conference to which representatives of the lighting companies and their patrons are to be invited. After formally establishing standards of service the Commission, through its staff of experts, will maintain the field inspections upon a continuous basis.

Public utility testing laboratory.—Under the terms of the Public Utilities Law it became necessary to establish a central testing laboratory for the purpose of testing meters and other instruments, and wherein could be verified calorimeters, photometers and other appliances used by the inspectors of service throughout the state. Upon request from the Commission the authorities of the university of Wisconsin generously agreed to co-operate with the Railroad Commission in the establishment and maintenance of a central testing laboratory for the control of service under the Public Utilities Law. Under the terms of this agreement the testing appliances already installed at the university are made available for public use under the direction of experts employed by the Commission.

As a further step towards the establishment of standards on the highest possible plane the Commission has perfected arrangements with the director of the United States bureau of standards whereby the instruments and standards employed in the central testing laboratory at Madison shall be controlled by the official government standards at Washington.

PUBLIC UTILITY COMPANIES.

Part V of the report contains the names and addresses of corporations, firms and individuals operating public utilities under the jurisdiction of this Commission. Every effort has been made to make this list as complete as possible, but the Commission is by no means certain that it contains the name of every such company in the state.

NEW DUTIES AND POWERS.

In addition to the amendments to the Railroad Commission and the Public Utilities laws, the legislature, at its recent session, enacted other and important measures, the duty of administering which was given to this Commission. Many of these measures became laws since the expiration of the period covered by this report and such action as the Commission has taken on them has been taken since July 1; but still, considering the nature and importance of the enactments, a reference to each of them is here given.

THE STOCK AND BONDS LAW. (Ch. 576, L. 1907.)

This statute provides that no railroad, street railway, telegraph, express, freight line, sleeping car, light, heat, or water power corporation shall hereafter issue any stock, bonds or other certificates of indebtedness payable in more than one year from date until it shall first have obtained authority for such issue from this Commission. In making application for authority to issue such certificates the corporation must furnish the Commission with a verified statement setting forth the amount and character of the proposed issues, the purposes for which they are to be issued, the total assets and liabilities of the corporation in such detail as the Commission may require. In addition to these facts the corporation must also furnish such other and further statements of fact or evidence as the Commission may deem pertinent to the inquiry. These re-

quirements having been complied with, the Commission has no power to refuse the authority asked for.

A number of applications have been made under these provisions, and in one matter, with its certificate, the Commission issued an opinion in which the various features of the law were discussed at some length. The orders which the Commission has issued, as well as the opinion alluded to, will be included in the next annual report.

LAW PROVIDING FOR CERTIFICATES OF CONVENIENCE AND NECESSITY TO RAILWAYS. (Ch. 454, L. 1907.)

This statute provides, among other things, that no railroad corporation hereafter organized shall begin the construction of any proposed line of railroad in this state until it shall have obtained from this Commission a certificate that public convenience and a necessity require its construction; that no railroad heretofore organized shall build extensions or branches of its line until it also shall have made application to and received from the Commission a certificate of convenience and necessity authorizing the construction of such extensions and branches. The Commission must give notice of time and place of hearing of these applications. Its power to subpoena witnesses, to require the production of books, documents and papers, and to administer oaths is the same as it is under the Railroad Commission Law. If it issues the certificate asked for it must pass upon important engineering details of the construction which it is proposed to install, including the quality, kind and weight of the rail proposed to be used, the mode of construction, character, quality and strength of all bridges, culverts and viaducts, the mode and proposed method of draining the roadbed, kind of power to be used, etc.

In cases where the proposed line is to cross the tracks of existing railways, the Commission must decide whether such crossings shall be above, below or at grade, and it must prescribe the kind, and character of the protective appliances, and apportion the expense of construction and maintenance of such crossings between the companies whose lines intersect.

A number of applications have been made under these provisions of the law and some of them were sharply contested, the hearings occupying in one case three full days, able counsel appearing for and against the application.

HOURES OF LABOR FOR TELEGRAPH OPERATORS. (Ch. 575, L. 1907.)

This statute makes it unlawful, after January 1, 1908, for any corporation or receiver operating a line of railroad, to require or permit any operator to remain on duty for more than one period of eight consecutive hours, and after having been on duty for eight hours he must not be permitted to go on duty again until he has been off duty sixteen consecutive hours, and it is made the duty of this Commission, when informed of violations of this statute, to investigate and it is given the power to require the company to immediately provide such additional employes as are necessary to comply with this law.

The Commission has received letters from operators asking for a construction of the law and an opinion regarding its constitutionality, but it has declined to express itself thereon.

POWER OF CITIES TO ACQUIRE TERMINALS. (Ch. 247, L. 1907.)

This statute is intended to enable cities of the first class to acquire, own and operate railway terminals and to lease such terminals to railways desiring to use them. In case the city and the railroad corporations cannot agree upon terms of lease, either party may appeal to this Commission which shall have the power to fix rates and terms.

TELEPHONE SERVICE IN RAILROAD STATIONS. (Ch. 614, L. 1907.)

This law requires railroads to furnish reasonably adequate telephonic communication with its offices, buildings and grounds. Persons believing that any railroad company is not furnishing adequate telephone service may complain to this Commission, which must then investigate the same and if it

shall find that the telephone service is inadequate, or unusually or unjustly discriminatory, it shall determine and fix a reasonable service to be installed.

A number of complaints under this provision have been filed, some of which were adjusted between the parties and complaints withdrawn; others are still pending, but none have been heard.

SPUR TRACKS TO INDUSTRIES. (Ch. 352, L. 1907.)

This statute requires every railroad to provide a reasonably adequate and suitable spur track to the grounds of any industry or enterprise when such spur track is practically indispensable to the operation of such industry or enterprise, and provided that the track does not exceed two miles in length, no railroad being required to provide a spur track at points where it would be unusually unsafe or dangerous. The entire cost of the construction of the spur track must be borne by the owner of the industry or enterprise.

In cases where the railroad refuses to comply with the provisions of the law the owner of the industry may file a complaint with this Commission setting forth the facts, and after notice and hearing it may make an order in accordance with its findings of law and fact, and its order shall have the same force and effect as any other order in any proceeding properly begun under the Railroad Commission law. Two complaints have been filed under this provision. In one case the complainant died while the matter was pending and its executor has asked to have further consideration indefinitely postponed. In the other case the prayer of the petitioner was granted and a side track ordered to be constructed. This decision will be included in the next annual report.

PROPERTY OF STREET RAILWAY COMPANIES—PURCHASE OF BY CITIES. (Ch. 578, L. 1907.)

This enactment provides, among other things, that every license hereafter granted to a street railway company shall have the effect of an indeterminate permit. Any street rail-

way company operating under a prior franchise may surrender such franchise by filing a written declaration to that effect with this Commission and with the clerk of the municipality in which the company is operating, and receive, by operation of law, in lieu thereof, an indeterminate permit as provided for other utilities in the Public Utilities Law. Under the provisions of this law any municipality in which the major part of the property of such a street railway company may lie, may purchase the property by paying a just compensation to be determined by this Commission.

REGULATING THE STRINGING OF ELECTRIC WIRES OVER RAILWAY TRACKS. (Ch. 291, L. 1907.)

This statute provides certain specifications to be followed in supporting electric wires running over any railroad tracks, giving the height above the track, size of poles, etc., and the duty of enforcing the law lies with this Commission.

WISCONSIN RIVER IMPROVEMENT COMPANY. (Ch. 335, L. 1907.)

Chapter 335 authorized the above named company to construct and maintain a series of water reservoirs on the tributaries of the Wisconsin river and to lease water power and receive therefor a net revenue not to exceed six per cent., the tolls to be fixed semi-annually by this Commission. The company can issue no stocks or bonds without the approval of the Commission, which must ascertain before the approval that the issue is to be at par and in consideration of cash, labor or property at its true money value actually received by the company.

PART II.

Formal Complaints.

No. 98.

CITY OF MILWAUKEE

vs.

THE MILWAUKEE ELECTRIC RAILWAY & LIGHT
COMPANY.

A complaint on the part of the city of Milwaukee was filed with the Commission on December 1, 1906, alleging that the rates of fare charged by T. M. E. R. & L. Co. are excessive; that its cars are propelled at high rates of speed and that the same are equipped with hand brakes, whereas power brakes should be employed; that freight cars are operated during all hours of day and night, obstructing streets and annoying citizens; that the service on 12th street between Center and Burleigh streets is inadequate; that cars on the 8th street line are not operated with a sufficient headway; that the company has refused to comply with a city ordinance requiring it to place a flagman at the Kinnickinnic avenue crossing; that cars are overcrowded and not kept in a sanitary condition.

Hearings were held at Madison on January 8, 1907; at Milwaukee February 20, 26, March 19, April 23, 1907, and at Madison April 29, 1907. Appearances, John T. Kelley, City Attorney of Milwaukee, for petitioner, C. M. Rosecrantz and

Miller, Mack & Fairchild for respondent. The decision of the Commission was rendered subsequent to June 30, 1907, and will be found in volume one of the Decisions of the Commission.

No. 99.

IN RE RATES ON WOVEN WIRE IN BUNDLES AND
ON BUILDING PAPER IN CARLOAD LOTS
FROM CHICAGO TO CHILTON.

Wm. Ellis, for C., M. & St. P. Ry. Co.

The above entitled matter grew out of a complaint filed with this Commission on September 1, 1906, by Noll & Co., merchants at Chilton, to the effect that the rates on the above named commodity were excessive. The matter involved an interstate haul and as such was outside of the jurisdiction of this Commission, consequently a notice of investigation was issued by the Commission to ascertain the reasonableness of the rates, preparatory to presenting the complaint to the interstate commerce commission. The notice of investigation was directed to the C., M. & St. P. Ry. Co., and a date was set for hearing. Before the matter came on for hearing the special representative of the C., M. & St. P. Ry. notified the Commission that the western classification committee would consider the matter of the classification of these commodities at a meeting to be held January 15, 1907, and asked that proceedings be dropped pending an adjustment by that association, which was done, but the complaint of Noll & Co. was forwarded to the interstate commerce commission with a request that the matter be investigated.

On February 4th the Commission was informed that the western classification committee had reduced building paper from 3rd to 4th class, but had refused to change the classification of woven wire. Complainants were notified of this, but as they were still dissatisfied an investigation was begun affecting the C. & N. W. Ry., C., M. & St. P. Ry. and W. C. Ry. See Formal Case No. 104, Page 35.

No. 100.

A. J. ROSE

vs.

RODDIS LUMBER AND VENEER COMPANY.

Complaint filed December 3, 1906; hearing held January 2, 1907; decision rendered January 16, 1907.

Petitioner in his own behalf.

No appearance for respondent.

Restoration of highway crossing.

Held, on the facts presented that the highway crossing involved was not restored to its former state of usefulness within the meaning of section 1836, Statutes of 1898, and that the defendant railway company shall proceed to place said crossing and the approaches thereto in a proper state of repair.

No. 101.

S. HOVERSON

vs.

WISCONSIN WESTERN RY CO.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Petitioner in the above entitled matter is a resident of Stoughton, owning a large tract of timber land on the Kickapoo valley branch of the C., M. & St. P. Ry., and filed a complaint with the Commission alleging that the rates on cordwood from La Farge to Stoughton were excessive, as compared with the rates charged from other points on the said railway company's lines to Stoughton. The matter was set for hearing, but before it was heard the railway company filed tariffs naming the rates asked for in petitioner's complaint.

No. 102.

MILWAUKEE-WESTERN FUEL CO.

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Petitioner is a coal merchant with its principal place of business in the city of Milwaukee, and complained to this Commis-

sion of the rules of the above named railway company providing for the payment of the freight of a minimum car load on each of two kinds of coal, when both are loaded into the same car, and asking the Commission to order the repayment to it of the amount of an alleged overcharge on a car loaded with hard and soft coal, in which case the railway company assessed the petitioner the full minimum carload rate of 30,000 lbs. on both the hard and soft coal, though there was but 9,000 lbs. of soft coal and 22,000 lbs. of hard coal in the car. The petitioner was advised that the Commission had no jurisdiction to order the repayment of overcharges; that such powers could only be exercised by the courts; that this Commission is an administrative body upon which judicial powers could not constitutionally be conferred; that the Commission had power to order rates, rules and regulations changed on complaint, notice and hearing, and advised the petitioner that it would consider a complaint directed against the objectionable regulation. The petitioner declined to file such complaint and withdrew its present petition.

No. 103.

WISCONSIN CLAY WORKERS ASSOCIATION

vs

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY CO.

CHICAGO & NORTH-WESTERN RY. CO.

WISCONSIN CENTRAL RY. CO.

CHICAGO, MINNEAPOLIS, ST. PAUL & OMAHA RY.
CO.

GREEN BAY & WESTERN RY. CO.

STANLEY, MERRILL & PHILLIPS RY. CO.

Haugen & Brady, Julius E. Roehr, for Petitioner.

Wm. Ellis, for C., M. & St. P. Ry.

S. A. Lynde, for C. & N. W. Ry.

Thos. H. Gill, for W. C. Ry.

E. B. Ober, for C., St. P., M. & O. Ry.

W. C. Modisett, for G. B. & W. R. R.

Petitioner in the above entitled matter is a voluntary association composed of seventy-two persons, firms and corporations engaged in the manufacture of brick at different points in the state of Wisconsin. It complained that the published freight rates of the above named defendant railway company for the transportation of brick from and between intra-Wisconsin shipping points were unjustly discriminatory in comparison with the published rates of the C., M. & St. P. Ry. Co., the C. & N. W. Ry. Co., and the W. C. Ry. Co., for the transportation of the same commodity from Chicago, Ill., and other shipping points in Illinois, in the vicinity of Chicago to the various points of shipment within the state of Wisconsin, in that the said freight rates between intra-Wisconsin points were higher than those for similar service from Chicago and points in its vicinity to the various points of shipment in Wisconsin, and prayed that the Commission investigate the rates and make an order commanding the companies to cease and desist from the said discriminations and to determine the just and reasonable rates and make an order establishing reasonable rates to be observed and followed in the future.

Attached to the petition was a tabulation showing comparative rates between points referred to.

The matter came on for hearing on June 18, 1907, and after some testimony had been submitted, the parties hereto went into a conference resulting in an agreement to the effect that the objectionable Illinois rates should be advanced, and all parties agreeing, the matter was dismissed.

No. 104.

IN RE RATES AND CLASSIFICATIONS OF BUILDING PAPER AND WOVEN WIRE IN BUNDLES.

An investigation by the Commission on its own motion.

See formal case No. 99, page 32.

No. 105.

IN RE TRAIN SERVICE AND STATION FACILITIES
AT OKAUCHEE.

The above entitled matter grew out of an informal complaint filed with this Commission by H. E. Lacy and other citizens of Okauchee asking for additional station facilities at Okauchee on the line of the C., M. & St. P. Ry. Co. This informal complaint became formal by stipulation entered into between the parties. The consideration of this matter has been continued from time to time and a final decision thereon has been issued and will be included in the second volume of the Decisions and Orders of this Commission to be published during the year 1908.

No. 106.

CHARLES J. HAGEN

vs.

CHICAGO & NORTH-WESTERN RY. CO.
GREEN BAY & WESTERN R. R. CO.

The petitioner in the above entitled matter is a manufacturer of lumber and cheese boxes at the village of Black Creek in Outagamie county, Wisconsin, and complained to the Commission that certain joint rates on logs from Crandon, Wisconsin, to Black Creek over the lines of the respective railway companies had been discontinued, leaving only the local rates from Crandon to New London Junction on the C. & N. W. Ry. and from New London Junction to Black Creek on the G. B. & W. R. R., and that the sum of these local rates made a through rate which was excessive and unlawful.

That the said railway company had also discontinued through rates on logs from Split Rock on the C. & N. W. Ry. to Black Creek on the G. B. & W. R. R. of 4½ cents per cwt., and issued in lieu thereof a joint rate of 8½ cents per cwt. and that the said rate was excessive and unreasonable, and prayed the

Commission that an order be made establishing reasonable joint rates between Crandon and Black Creek and between Split Rock and Black Creek.

Before the matter was heard the parties met in informal conference and adjusted their differences, the railway companies issuing joint tariffs naming rates satisfactory to petitioner.

No. 107.

OLAF ROSEN

vs.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.
CO.

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RY. CO.

Complaint filed Dec. 22, 1906.

Hearing held Feb. 5, 1907.

Decision rendered April 1, 1907.

W. N. Fuller, for Petitioner.

A. W. Trenholm, for C., St. P., M. & O. Ry. Co.

F. W. Curtiss, for M., St. P. & S. S. M. Ry. Co.

Complaint against carrier on account of failure to make certain train connections.

Held, that the making of proper train connections between trains on the same railway system, as well as between trains on competing railway systems, at junction points, is in the interest of the general traffic, a matter of public convenience and comfort, and the performance of a duty which public carriers owe to the public. A certain train connection is ordered herein. Other train connections prayed for in the petition are not ordered for the reason that it would be an undue interference with interstate commerce and that the service afforded by other trains at this point is in itself reasonably adequate.

No. 108.

*IN RE RATES ON POTATOES FROM CERTAIN
POINTS TO MILWAUKEE.*

F. P. Eyman, for C. & N. W. Ry. Co.

H. E. Pierpont, for C., M. & St. P. Ry. Co.

E. B. Ober, for C., St. P., M. & O. Ry. Co.

In the above entitled matter, the Commission on December 27, 1906, issued a notice of investigation on its own motion relating to the reasonableness of the rates charged on potatoes by the C., M. & St. P. Ry. Co., C. & N. W. Ry. Co., C., St. P., M. & O. Ry. Co. and the W. C. Ry. Co. The hearing was set to be held at the office of the Commission in the city of Madison on Tuesday, January 8, 1907, and on that date, the representatives of the various companies being present, the Commission submitted to them the results of its investigations of the potato rates in force in the state, as shown by the rate charts which it had caused to be prepared. The discussion was informal and resulted in an adjustment of the rates in question, the new rates being given in the subjoined tables.

New rates on potatoes.—C. L.—From stations in Wisconsin to Milwaukee, Wisconsin.

Chicago, Milwaukee & St. Paul Railway.

From	Cents per 100 lbs.	From	Cents per 100 lbs.
Gleason	12.5	Prairie du Chien,....	10.5
Doering.....		Leon	
Irma		Mulvina	
Gilbert.....		Cashton	
Tomahawk		Westby	
Heoffard Junction....		Viroqua	12.5
Harshaw		Athelstane	
Goodnow		Girard Junction	
Hazelhurst.....		Cedarville	
Hixon		Amberg	
Minoqua	10.5	Holmes Junction	13
Arbor Vitae.....		Pembine	
Glenbrook		Summit	
Sayner		Trevino	
Star Lake		Savoy	
Buswell		Durand.....	12.5
Steuben		Red Cedar	
Barnum		Meridean	
Petersburg		Caryville.....	
Belle Center.....		Porters Mills	
Gays Mills.....	10.5	Eau Claire.....	12.5
Soldiers Grove.....		Badger Mills	
Reedstown.....		Chippewa Falls	
Viola		Dunnville.....	
LaFarge		Downsville	
Bridgeport		Menomonie	

New rates on potatoes to Milwaukee.

Chicago, St. Paul, Minneapolis & Omaha Railway joint with Chicago & Northwestern Railway.

From.	Rates.	From.	Rates.
Knapp	13.5	Hayward.....	15
Teegarden.....		Phipps	
Tramway		Cable	
Menomonie Jct.....		Drummond	
Menomonie		Chippewa Falls.....	12.5
Rusk	12.5	Eagle Point	
Elk Mound.....		Bloomer	13.5
Eau Claire		New Auburn	
Altoona		Chetek	14.5
Fall Creek		Cameron	15
Rosedale	15	Rice Lake.....	
Augusta		Sweden	
Price		Grand View	
Osseo		Bibon	
Strum	15	Mason	
Eleva		Peterson	
Mondovi.....		Benoit	
Spooner.....		Dauby	
Spring Brook.....		Ashland.....	
Stinnett.....			

New rates on potatoes from stations in Wisconsin to Milwaukee.

Chicago & North-Western Railway.

From.	Rates.	From.	Rates.
Neshkora	9	Pelican	12.5
Wautoma	9.5	Monico Junction	
Wild Rose	10	Malvern	
Spring Lake		Satuit	
Red Granite	9.5	Rhineland	
New London		Newbold	11
New London Junction		McNaughton	
Sugar Bush	10	Tomahawk Lake	
Bear Creek		Woodruff	
Clintonville		Bolton	
Embarrass	10.5	Waubeno	12
Northern Junction		Blackwell Junction	
Claywood		Laona	
Suring	12.5	Gravel Pit	
Breed		Hiles Mill	
Kingston		Wolf River Junction	9.5
Mountain	13	Websters	
Lakewood		Bryant	
Camp No. 4		Malcolm	
Danish Junction	13.5	Elton	
Parrish		Drexel	10.5
Jeffris		Deerbrook	
Jeffris Junction	14	Kempster	
Harrison		Koepenick	
Lenox		Summit Lake	
Nashville	15	Elcho	10.5
Crandon		Pratt Junction	
Lac du Flambeau		Brookside	
Powell	12.5	Sparta	
Manitowish		Rockland	
Carson		Bangor	10.5
Gagen	13	West Salem	
Stella Junction		Medary	
Three Lakes		La Crosse	
Eagle River	14	Onalaska	
Scott		Midway	10.5
Conover		Lytles	
Hackley	9.5	Trempealeau	
Rummeles		Galesville	
State Line		Pine Creek	
Saranac	10.5	Marshland	
Cress		Bluff Siding	
Big Suamico			
Little Suamico			

Green Bay & Western via Chicago & Northwestern Railway.

From.	Rates.	From.	Rates.
Oneida.....	9.5	Waterbury	10.5
Seymour		Jones	
Black Creek		Hatfield.....	
Shiocton		Merrillan Jct.....	
Elm Lake		Alma Center	
Dexterville	10.5	Hixton.....	11
New Dam		Taylor	11.5
Scranton		Blair	12
City Point.....		Whitehall	
Spaulding.....		Independence.....	
Pray		Arcadia	
		Dodge.....	

New rates on potatoes from stations in Wisconsin to Milwaukee.
 Wisconsin Central Railway.

From.	Rates.	From.	Rates.
Neenah.....	8.5	Emerald.....	14.5
Menasha.....		Cylon	15
Sherwood		Chippewa Falls.....	12.5
Hilbert Jct.....		Dorchester.....	11.5
Dale	9	Stetsonville.....	
Fremont.....	9.5	Medford.....	
Gills Landing.....	10	Chelsea.....	\$2.50 per car above Chelsea.
Weyauwega		Rib Lake.....	
Waupaca		Westboro.....	
Mohle	10.5	Ogema	12.5
Veefkind	11.5	Prentice Jct.....	
Spokeville		Prentice.....	
Loyal		Phillips.....	
Greenwood	10.5	Fifield.....	13
Mann		Park Falls.....	
Spencer.....		Butternut.....	
Unity	15	Glidden	14
Colby		Morse	
Abbotsford.....		Mellen	
White River.....	11	Upson	15
Ashland		Iron Belt.....	
Curtis		Hoyt	
Withee.....	12.5	Hurley	14.5
Thorpe		Highbridge.....	
Stanley.....		Marengo.....	
Boyd	14.5	Badger Mill.....	14.5
Cadott.....		Eau Claire.....	
Bateman.....		Howard	
Wheeler		Albertville.....	
Boyceville.....		Colfax.....	
Downing.....			
Glenwood.....			

Abbotsford & Northeastern via Wisconsin Central Railway.

	Rates.
Athens.....	10.5

Fairchild & Northeastern via Wisconsin Central Railway.

	Rates.
Owego.....	} 11.5
Tioga.....	
Mentor.....	
Mill Siding.....	
Fairchild.....	

No. 109.

**IN RE RATES ON HORSES, CATTLE, CALVES, HOGS
AND SHEEP FROM CERTAIN POINTS TO MIL-
WAUKEE.**

Wm. Ellis, for C., M. & St. P. Ry. Co.

R. M. Calkins, for C., M. & St. P. Ry. Co.

Thos. H. Gill, E. G. Clark, for W. C. Ry. Co.

S. A. Lynde, F. P. Eyman, for C. & N. W. Ry. Co.

Thos. Wilson, H. M. Pearce, for C., St. P., M. & O. Ry. Co.

The above entitled matter is an investigation on its own motion by the Commission relating to the rates on above specified live stock between points in the state of Wisconsin on the lines of the C., M. & St. P. Ry., C. & N. W. Ry., C., St. P. M. & O. Ry. and W. C. Ry. companies. The investigation was undertaken in consequence of a number of complaints filed with this Commission, among them being that of W. L. Houser against the C., St. P., M. & O. Ry. and C. & N. W. Ry. companies. The questions involved being so important it was decided by the Commission to investigate the matter of its own motion and accordingly a notice of investigation on its own

motion was issued and served on the above named companies. A number of hearings were held on the matter, the last of which being held at the office of this Commission on June 11, 1907, and on July 31, 1907, a decision and order in the said matter was made by the Commission which is not included in this report but will be found in the report of this Commission for the year ending June 30, 1908.

No. 110.

SUPERIOR BOARD OF TRADE

vs.

GREAT NORTHERN RY. CO.

The petitioner is an organization having for its object the promoting and facilitating of commerce at Superior. On December 28, 1906, it, through its secretary, filed a complaint with the Commission alleging that the respondent, the Great Northern Railway Co., used its elevator in the city of Superior in an improper, unlawful and discriminating manner; that it charged an unreasonable rate for switching grain from its terminals in Superior to and over the line of the Lake Superior Terminal and Transfer Co. Hearings were had at Superior on April 17, 1907, and at Madison on May 8, 1907. At these hearings it developed that the Eastern Railway Company of Minnesota owned three large grain elevators in the City of Superior and said company was made a party respondent to this action. The decision of the Commission was rendered subsequent to June 30, 1907, and will be found in Volume I of the Decisions of the Commission.

No. 111.

SUPERIOR BOARD OF TRADE

vs.

NORTHERN PACIFIC RY. CO.

The petitioner in this case is the same as in No. 110. The complaint was filed and hearings held on the same dates as No. 110. The complaint alleged inadequacy of service of the respondent in that it failed to erect and maintain a grain elevator at Superior for the purpose of receiving and storing grain. In other respects the complaint was substantially like that filed in No. 110. The decision of the Commission was rendered subsequent to June 30, 1907, and will be found in Volume I of the Decisions of the Commission.

No. 112.

SUPERIOR BOARD OF TRADE

vs.

LAKE SUPERIOR TERMINAL & TRANSFER CO.

The petitioner in this case is the same and the complaint was filed on the same date as No. 110. The complaint alleged that the respondent discriminated against grain products in that it collected a switching charge for switching same, whereas it made no switching charge for switching other merchandise. The complaint was withdrawn on January 13, 1907.

No. 113.

SUPERIOR BOARD OF TRADE

vs.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.
CO.

The petitioner in this case is the same as in No. 110. The complaint was filed and hearings held on the same dates as

No. 110. The complaint alleged discrimination on the part of the respondent in that it permitted its elevator property at Itasca, near Superior, to be used for the exclusive use and benefit of one shipper to the exclusion of all others. In other respects the complaint was similar to that filed in case No. 110. The decision of the Commission was rendered subsequent to June 30, 1907, and will be found in Volume I of the Decisions of the Commission.

No. 114.

JOHN E. HUMPHREY

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner, a resident of Ixonia, filed a complaint with the Commission on January 9, 1907, alleging that the passenger train service at the station of Ixonia is unreasonable, inadequate and discriminating. The parties interested held a conference at the office of the Commission at which a stipulation was entered into satisfactory to the petitioner.

No. 115.

E. MARLOW & SON

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioners conduct a retail lumber yard at Ixonia and on January 9, 1907, filed a complaint alleging that the rates on lumber between Watertown and Ixonia are unjust, unreasonable and discriminatory. The complaint really involved the rates between Rosholt and Watertown via C. & N. W. Ry. as well as between Watertown and Ixonia. The case was settled by the respondent and the C. & N. W. Ry. Co., putting in effect a joint rate on lumber between Rosholt and Ixonia.

No. 116.

FOND DU LAC TABLE CO.

vs.

WISCONSIN CENTRAL RY. CO.

The petitioner is engaged in the manufacture of tables at Fond du Lac, and on January 10, 1907, filed with the Commission a complaint alleging that the switching charge of two dollars per car, charged by the respondent at Fond du Lac on shipments originating at non-competitive points, is unreasonable and discriminatory for the reason that such charge is not made on shipments originating at competitive points or to industries located on the line of the respondent. The complaint was settled by the respondent putting in effect an order providing that the respondent would absorb all switching charges from all points where, after such absorption, the line earnings will not be less than \$15.00 per car.

No. 117.

In re Informal Complaint of R. F. HODGES

vs.

WISCONSIN CENTRAL RAILWAY CO.

Informal complaint filed December 5, 1906.

Decision rendered December 26, 1906.

Right of carrier to refund portion of charge made for transporting a car of lumber from Butternut, Wis., to Rockford, Ill.

The Wisconsin Central Railway Co. publishes joint tariffs with the C. & N. W. and C., M. & St. P. Ry. Cos., making a rate of 12 cents per 100 lbs. on lumber from Butternut to Rockford. Without shipping directions from the consignor, it routed a car of lumber to Rockford via the C., B. & Q. Ry. Co., with which company it made no joint rates, the sum of the locals being 17 cents per 100 lbs. On a claim for a refund of 5 cents per 100 lbs. by the shipper,

Held, That while the statute provides that no greater or less compensation can be charged for a shipment than that named in the published tariffs, yet inasmuch as the W. C. Ry. Co. published joint rates of 12 cents per 100 lbs. with two other carriers, in the absence of instructions as to routing by the consignor, it was its duty to so route the car as to give the shipper the benefit of the lowest combination of published rates, and that failing to do so it was liable for the excess charged over and above the lowest published rate.

No. 118.

J. M. BUSHNELL

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Complaint filed January 14, 1907.

Hearing held February 12, 1907.

Decision rendered May 31, 1907.

Petitioner, in his own behalf.

Wm. Ellis, for respondent.

Petition to compel the respondent carrier to stop an interstate limited train at a village with a population of about 450, in addition to the two trains in each direction daily, except Sundays, which are now stopped at said village. On Sundays one train is stopped in each direction.

Held, That the present train service at said village of two trains in each direction daily, except Sundays, is "reasonably adequate service" within the meaning of section 3, of chapter 362, Laws of Wisconsin of 1905, being the Railroad Commission Law, and that therefore the complaint be dismissed.

No. 119.

F. A. LAPHAM

vs.

WISCONSIN CENTRAL RY. CO.

The petitioner, a farmer residing near Honey Creek, filed a complaint on January 15, 1907, alleging insufficient passenger

train service at Honey Creek and praying that an order be issued requiring the respondent to stop their south bound 7:37 P. M. train at Honey Creek station. A notice of investigation was issued by the Commission. On January 24, 1907, a request was received from the petitioner that the complaint be dismissed.

No. 120.

COLIN W. WRIGHT

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner, an attorney-at-law residing at Monroe, on January 23, 1907, filed a complaint alleging that the passenger service of the respondent on its Mineral Point division is inadequate. A notice of investigation was issued by the Commission. A number of conferences were held between the parties in interest which resulted in improvements being made in the service on said division and the complaint was withdrawn.

No. 121.

A. E. WING

vs.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.
CO.

The petitioner, a shipper of eggs and live poultry, residing at Whitehall, filed a complaint with the Commission on January 24, 1907, alleging that the respondent on its Mondovi branch shows discrimination between shippers of live poultry in that it refuses to stop cars for loading poultry for some shippers and grants such privilege to others. A notice of investigation was issued by the Commission. The answer of the respondent stated that it would put in effect an order allowing the stopping of cars for the finishing of loading at a charge of five dollars per car for each stop. This order met the prayer of the complaint and same was dropped.

No. 122.

MILVIN LOREE ET AL.,

vs.

NORTHERN PACIFIC RY. CO.

The petitioners, Melvin Loree, James Hodgins and Frank Hausler, residing near Blueberry, a station on the line of the respondent, filed a complaint on January 26, 1907, alleging that the respondent maintains a depot at Blueberry station but does not keep an agent at such station; that the traffic at such station demands that an agent be in charge and that the depot be properly maintained. On February 8, 1907, the Commission was advised that the respondent would install an agent at Blueberry station as prayed in the complaint.

No. 123.

WILLIAM OLSON, JOHN ANTILLA, JACOB MALSON

ET AL.,

vs.

NORTHERN PACIFIC RY. CO.

The petitioners, residents of Maple, filed a complaint January 30, 1907, complaining that the respondent failed to provide an agent and other reasonable facilities and conveniences at its station at Maple. The answer of the respondent stated that an agent would be installed as prayed in the complaint and the complaint was withdrawn.

No. 124.

F. G. RODOLF AND R. B. McINTIRE

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioners, residents of Muscoda, filed separate complaints on February 11, 1907, alleging that the station serv-

ice at Muscoda station is inadequate in that no night operator is maintained, the platform is not lighted, the trains not properly bulletined and the station grounds not properly maintained. A notice of investigation was issued and the case set for hearing. The respondent made changes and improvements to the satisfaction of the petitioners and the complaint was withdrawn.

No. 125.

J. W. BLEASDALE

vs.

CHICAGO & NORTH-WESTERN RY. CO.

The petitioner, residing near Leyden, a station on the respondent's line between Evansville and Janesville, filed a complaint with the Commission on February 25, 1907, complaining that the respondent did not maintain a depot at the said Leyden station. A notice of investigation was issued by the Commission and the complaint was afterwards withdrawn by the petitioner for the reason that the respondent agreed to provide depot facilities as prayed in the complaint.

No. 126.

RIB RIVER LAND CO.

vs.

UPHAM MANUFACTURING CO.

WISCONSIN CENTRAL RY. CO.

COPPER RIVER LAND CO.

The petitioner operates a real estate and mercantile business at Goodrich. On March 20, 1907, it filed a complaint with the Commission alleging that the respondents, the Upham Manufacturing Co., and the Wisconsin Central Ry. Co., are the owners and operators of a railroad between Athens and Goodrich, such railroad being a common carrier; that the respondents carried groceries and other commodities for the petitioner until November, 1906, when they refused to continue

to carry same; that the respondent, the Upham Manufacturing Co., refused to receive for shipment wood, lumber, and other forest products, the property of the petitioner. By order of the Commission the Copper River Land Co. was made one of the respondents, the said company having purchased an interest in the above mentioned line of railroad, and an amended complaint was filed setting forth such fact. The hearing was held June 5, 1907, and the decision of the Commission was rendered subsequent to June 30, 1907, and will be found in the first volume of the Decisions of the Commission.

No. 127.

GEORGE F. DEAKIN ET AL.,

vs.

MILWAUKEE ELECTRIC RAILWAY & LIGHTING CO.

Tulbar & Lockney, for petitioner.

Miller, Mack & Fairchild, for respondent.

The petitioner joined with twenty other residents of Waukesha and intermediate points between Waukesha and Milwaukee, along the interurban line of railroad of the respondent, in filing a complaint with the Commission alleging that the rate of fare charged by the respondent for transportation of passengers between Milwaukee and Waukesha and said points and intermediate stations is excessive and more than a reasonable compensation for the service performed. The complaint was filed February 18, 1907. A notice of investigation was issued by the Commission. In view of the nature of the complaint it was deemed advisable by the Commission to obtain a valuation of the line of the respondent before ordering a hearing in the case. The case is pending before the Commission.

No. 128.

G. L. WEAVER

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Petitioner, in his own behalf.

Wm. Ellis, for respondent.

The petitioner, a resident and hotel keeper at Templeton, filed a complaint on March 8, 1907, alleging that the station facilities at Templeton are inadequate for the needs of the public, both as to freight and passenger service; that the respondent failed to maintain a station agent; that the train service on the Northern division of the respondent's railroad, and particularly on the North Lake branch of said division, is inadequate and insufficient. On April 10, 1907, the hearings in Nos. 128, 129, 131 and 137 were held jointly. Subsequent to the hearing the respondent erected a station at Templeton and placed a custodian in charge and made changes in its train schedules to meet the complaint of the petitioner.

No. 129.

H. C. TRUESDELL

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner, in his own behalf.

Wm. Ellis, for respondent.

The petitioner, a resident and manufacturer of Berlin, filed a complaint on March 6, 1907, alleging that the passenger train service on the Northern division of the respondent company is inadequate and insufficient; that the station facilities at Berlin are inadequate. This complaint involved the same service as No. 128. The hearings were held jointly and the case disposed of in the manner indicated in No. 128.

No. 130.

THE G. W. JONES LUMBER CO.

vs.

CHICAGO & NORTH-WESTERN RY. CO.

Complaint filed March 7, 1907.

Hearing held April 25, 1907.

Decision rendered May 21, 1907.

Thompson, Thompson & Pinkerton, for petitioner.

S. A. Lynde, for respondent.

Complaint against carrier charging discrimination in the formation of group rates.

Held, that while exact distances cannot be regarded in the formation of groups, an unusual departure from distance relations existing between different localities in different groups must be predicated upon unusual or extraordinary circumstances; no such unusual or extraordinary circumstances have been shown to exist in the case complained of and a change in grouping is therefore ordered.

No. 131.

C. H. BELLACK

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Wm. Ellis, for respondent.

The petitioner is a resident of Milwaukee and engaged in the manufacture of clothing, his principal office being located in Milwaukee and his factory at Hartford. On March 7, 1907, he filed a complaint with the Commission alleging inadequate train service on the Northern division of the respondent railroad. This complaint involved the same service as No. 128. The hearings were held jointly and the case disposed of in the manner indicated in No. 128.

No. 132.

BERNARD LEIDERSDORF

VS.

AMERICAN EXPRESS CO.

UNITED STATES EXPRESS CO.

ADAMS EXPRESS CO.

The petitioner, a resident of the city of Milwaukee, filed a complaint on March 13, 1907, alleging that it is the duty of the respondents to make delivery of express parcels free of charge within the city of Milwaukee, except the ordinary express charges; that an agreement or combination exists between the respondents and the Rapid Delivery Company whereby said Rapid Delivery Company makes all deliveries in certain parts of the city and receives therefor a fee in addition to the regular express charges; that on parcels delivered at the residence of the petitioner he is obliged to pay such fee; that said practice and said charges are arbitrary, unreasonable and unjust. A notice of investigation was issued by the Commission. Later respondents enlarged their free delivery limits in the city of Milwaukee, including the residence of the petitioner, and the complaint was dropped.

No. 133.

ISAAC T. BISHOP ET AL.,

VS.

CHICAGO & NORTH-WESTERN RY. CO.

A. E. Buckmaster, for petitioner, and petitioner in his own behalf.

S. A. Lynde, for respondent.

The petitioner joined with numerous other residents of Kenosha county in filing a complaint alleging that the passenger train service on the line of road of the respondent company between Kenosha and Rockford, Illinois, was inadequate. The complaint was filed February 18, 1907. The hearing was had May 14, 1907. Later the attorney for the petitioner had

a conference with the officials of the respondent company and an agreement was reached whereby changes were made in conformity with the prayer of the complaint and the complaint was withdrawn.

No. 134.

IN RE INVESTIGATION OF PASSENGER RATES ON
THE MINNEAPOLIS, ST. PAUL & SAULT STE.
MARIE RY.

Alfred H. Bright, for M., St. P. & S. S. M. Ry.

Investigation on motion of Commission.

Notice of investigation issued March 11, 1907.

Hearing held April 9, 1907.

Decision rendered June 1, 1907.

Held, that the facts presented show that the road is in good financial condition; that the relation between the earnings and expenses from the entire intra-state traffic as well as from the intra-state passenger traffic alone, is such as to warrant some reduction in the rate now charged; and that the present maximum rate of three cents per mile for the transportation of passengers wholly within this state should be reduced to two and one-half cents per mile, without withdrawing from sale and use any other classes of tickets which are now sold for less than this amount. It is also recommended that a five hundred mile ticket or book, good for the purchaser and his family, be placed on sale for ten dollars.

No. 135.

RICHARD HOLTON

^p
vs.

GREEN BAY & WESTERN RY. CO.

The petitioner, a dealer in leaf tobacco and resident of Whitehall, filed a complaint with the Commission on February 26, 1907, alleging that the rates on tobacco, in bundles, between Taylor and Whitehall, and Dodge and Whitehall, and

various other points in the state, were excessive, unjust and unreasonable. A notice of investigation was issued by the Commission. The respondent satisfied the complaint of the petitioner by making Whitehall a concentration point and putting in effect a concentration rate of one-half the regular tariff. The complaint was withdrawn.

No. 136.

WAUKESHA CONCRETE BLOCK & MATERIAL CO.

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner is engaged in the business of selling gravel and sand and in the manufacturing and selling of concrete blocks at Waukesha. On March 19, 1907, it filed a complaint alleging that the rates on gravel and sand between Waukesha and Milwaukee are discriminatory as compared with rates on crushed stone between points near Milwaukee and Milwaukee. A notice of investigation was issued by the Commission. The case was set for hearing for May 14, 1907. The complaint of the petitioner was satisfied by the crushed stone rates being advanced to the sand and gravel rates.

No. 137.

H. A. SAWYER

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Petitioner, in his own behalf.

Wm. Ellis, for Respondent.

The petitioner, a resident of Hartford, filed a complaint on March 26, 1907, alleging that the passenger train service on the Northern division of the respondent railroad between Hartford and Milwaukee is inadequate and insufficient. This complaint involved the same service as No. 128. The hearings were held jointly and the case disposed of in the manner indicated in No. 128.

No. 138.

IN RE AMERICAN EXPRESS CO., DEMAND FOR CERTAIN FACTS.

The Commission has under investigation the matter of charges made by express companies in the state of Wisconsin. On April 6, 1907, a notice was served on the secretary of state of Wisconsin, requiring the above named express company and those mentioned in No. 139 and No. 140 to file with the Commission certain data relating to earnings and expenses. Such information was furnished. The matter of the charges is pending before the Commission.

No. 139.

IN RE ADAMS EXPRESS CO., DEMAND FOR CERTAIN FACTS.

See No. 138.

No. 140.

IN RE UNITED STATES EXPRESS CO., DEMAND FOR CERTAIN FACTS.

See No. 138.

No. 141.

BUCKSTAFF-EDWARDS CO.

vs.

CHICAGO & NORTH-WESTERN RY. CO.

The petitioner is engaged in the manufacture of burial cases, chairs and lumber at Oshkosh. On April 11, 1907, it filed a complaint with the Commission alleging that the freight

tariffs on saw logs in effect between certain points in the state of Wisconsin are excessive, unjust, illegal and discriminatory. A notice of investigation was issued and the matter set for hearing on May 7, 1907. Prior to the date of the hearing the respondent put in effect a new tariff which was acceptable to the petitioner, who withdrew the complaint.

No. 142.

IN RE GRAIN RATES BETWEEN POINTS IN WISCONSIN AND MANITOWOC.

The Manitowoc Malting Co., the Northern Grain Co., and the William Rahr Sons Co., all of Manitowoc, complained to the Commission that the rates charged on grain delivered at the city of Manitowoc from various points within the state of Wisconsin are excessive and discriminatory as compared with the rates charged on shipments of grain to the city of Milwaukee, considering the distance of haul and the service in the two cases. A hearing was ordered on motion of the Commission. The complaints were afterward withdrawn and the matter was therefore dropped.

No. 143.

HARRINGTON PACKAGE CO:

vs.

CHICAGO & NORTH-WESTERN RY. CO.

The petitioner is engaged in the manufacture of wooden ware at Crandon, and on April 13, 1907, filed a complaint with the Commission alleging that no switching agreement was in effect between the respondent and the Wisconsin & Northern Railway Co., and that the respondent refused to switch cars to the track of the said Wisconsin & Northern Railway Co. It was suggested to the petitioner that the Wisconsin & Northern Railway Co. be made a party respondent. No fur-

ther word was received from the petitioner and the putting in effect of the switching agreement mentioned in No. 162 satisfied the complaint.

No. 144.

F. H. MINCH

vs.

CHICAGO & NORTH-WESTERN RY. CO.

ILLINOIS CENTRAL R. R. CO.

Complaint filed April 16, 1907.

Hearing held May 15, 1907.

Decision rendered June 18, 1907.

Petitioner, in his own behalf.

S. A. Lynde, for C. & N. W. Ry. Co.

Jones & Schubring, for I. C. R. R. Co.

Complaint against respondents for their refusal to put in effect a joint rate on grain between Ablemans and various other points and Basco.

Held, that the testimony shows that the rates on grain between the shipping points of Norwalk, Reedsburg, Ablemans and North Freedom, and the receiving point of Basco are excessive and unreasonable; that they are relatively higher than the rates on grain to the various terminal points in the state; that joint rates be established on a basis of 8.5 cents per 100 lbs. for distances of from 50 to 75 miles, 9.3 cents per 100 lbs. for distances of from 75 to 100 miles, and 10 cents per 100 lbs. for distances of from 100 to 125 miles, such rates including the switching charges at Madison.

No. 145.

WAUKESHA CONCRETE BLOCK & MATERIAL CO.

vs.

CHICAGO & NORTH-WESTERN RY. CO.

The petitioner is engaged in the business of selling gravel and sand and in the manufacture and selling of concrete blocks

in the city of Waukesha. On March 19, 1907, a complaint was filed, alleging excessive rates on sand and gravel and stating that in the sale of gravel and sand in the city of Milwaukee its principal competition is from dealers in crushed stone and other dealers in sand and gravel; that the C. & N. W. Ry. Co. quotes a rate of 2.5 cents per 100 lbs., Waukesha to Milwaukee, and a rate of 1.75 Port Washington to Milwaukee, while the rates on crushed stone between same points is 1.5 cents and 2 cents. The C., M. & St. P. Ry. Co. quotes a rate of 1.5 cents on crushed stone and 2.5 cents on sand, Waukesha to Milwaukee.

On April 10, 1907, the petitioner had a conference with the railroad officials at which nothing was accomplished. The case was set for hearing on May 14, 1907. No appearances were made on the hearing day and the matter is pending before the Commission.

No. 146.

GEORGE W. PRICE

vs.

CHICAGO & NORTH-WESTERN RY. CO.

Complaint filed April 30, 1907.

Hearing held June 11, 1907.

Decision rendered June 24, 1907.

Petition alleging unreasonable and discriminatory rates between specified points and also praying for an order compelling the railway company to switch cars delivered over another railway to petitioner's industry.

Held, that one of the rates complained of is excessive and the same is reduced from 7.5 cents to 5 cents per 100 pounds; that another rate complained of has been reduced through a previous order of the Commission; that the question of switching is to be held in abeyance until after the hearing on the petition of the Wisconsin & Northern Railway Company vs. Chicago & North Western Railway Company; and, finally, that the third rate complained of is a joint rate which the respondent railway company has agreed voluntarily to establish.

On July 27, 1907, the respondent railway company issued a switching tariff which establishes a rate for switching to the plant of the petitioner.

No. 147.

ENOS LLOYD JONES

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Complaint filed April 30, 1907.

Hearing held June 11, 1907.

Decision rendered June 21, 1907.

H. H. Thomas, for petitioner.

William Ellis, for respondent.

Application to change the leaving time at Madison of west bound train No. 33, on the Prairie du Chien division of the Chicago, Milwaukee & St. Paul Railway, from 10:05 A. M. to 11:50 A. M.

Held, that train schedules should be so arranged as to afford the best accommodations to the greatest number of people, and that the present leaving time of the train in question better subserved the wants of the public than would the later hour asked for, and the prayer of the petition is therefore denied.

The petition being dismissed on its merits, it is unnecessary to pass expressly upon the alleged lack of jurisdiction on the part of the Commission to grant relief because it affirmatively appeared that inter-state travelers principally would be benefited by the change.

No. 148.

FRANK SHULTIS ET AL.,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner joined with sixty-eight other farmers and milk shippers in Waukesha county along the line of the Prairie du Chien division of the above named respondent, in com-

plaint to the Commission, filed May 1, 1907, alleging that the rates charged for carrying milk from various stations on said division to Milwaukee are excessive, unjust, unreasonable and discriminatory. A notice of investigation was issued by the Commission. A hearing was held subsequent to June 30, 1907. The Commission later ordered a hearing on its own motion on rates on milk and cream between points in the state of Wisconsin, the decision in this case being merged with the decision on motion of the Commission which will be found in Volume II of the Decisions of the Commission.

No. 149.

F. C. STILLMACHER

vs.

UNITED STATES EXPRESS CO.

The petitioner is a shipper at Milwaukee, and on April 22, 1907, filed a complaint with the Commission alleging overcharges on shipments of eggs from Hilbert to Milwaukee, that the rates between said points are excessive and discriminatory. The case was set for hearing for June 11, 1907. Before the day of the hearing the case was settled by the respondent refunding the amount of the overcharges and the complaint was withdrawn.

No. 150.

F. C. STILLMACHER

vs.

NATIONAL EXPRESS CO.

The petitioner is the same as in No. 149, the same complaint was entered as in No. 149, except that the rates between Potter and Milwaukee were also declared excessive and discriminatory. The complaint was filed on April 22, 1907, and the hearing set for June 11, 1907. Before the day of the hearing the case was settled by the respondent paying the amount of the overcharges and the complaint was withdrawn.

No. 151.

H. E. ROETHE

vs.

CHICAGO & NORTH-WESTERN RY. CO.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner is the editor and publisher of a newspaper, and resides at Fennimore, and on May 10, 1907, filed with the Commission a complaint alleging the failure of the respondent railroads to make proper train connections at Woodman, thus working a hardship to residents of Fennimore and other points on the line of the C. & N. W. Ry Co. between Fennimore and Woodman, desiring to make points on the C., M. & St. P. Ry. line east of Woodman. The hearing was set for June 11, 1907. Prior to the date of hearing the C. & N. W. Ry. Co. agreed to put in force a schedule which would make the connection as requested by petitioner. The complaint was withdrawn.

No. 152.

SOUVENIR NOVELTY COMPANY

vs.

AMERICAN EXPRESS COMPANY

This case involves the right of the shipper of goods by express to transport in a single package articles intended for different consignees at the point of delivery.

E. W. Le Roy, for petitioner.

J. H. Gates, for respondent.

Complaint filed May 2, 1907.

Hearing held June 11, 1907.

The decision of the Commission was rendered subsequent to June 30, 1907, and will be found in Volume I of the Decisions of the Commission.

No. 153.

J. H. NOBLE.

BALDWIN ELECTRIC LIGHT & FUEL COMPANY.
SUPERIOR BOARD OF TRADE

vs.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RY. CO.

The complaints in these cases allege that the rates charged for the transportation of coal from Superior to Eau Claire, Wisconsin, from Superior to Baldwin, from Ashland to Eau Claire, and from Superior to all stations on the line north of Hudson, Wisconsin, and north of Eau Claire, Wisconsin, are unreasonable and discriminatory, as shown by the rates charged for like distances elsewhere.

Complaint of J. H. Noble filed May 14, 1907.

Complaint of Baldwin Electric Light & Fuel Company filed May 25, 1907.

Complaint of Superior Board of Trade filed December 28, 1906.

The hearing on the complaints of J. H. Noble and Baldwin Electric Light & Fuel Co. was held June 11, 1907. The hearing on the complaint of the Superior Board of Trade was held at Superior, April 17, 1907. The decision of the Commission was rendered subsequent to June 30, 1907, and will be found in the first volume of the Decisions of the Commission.

No. 154.

LOYAL BUSINESS MEN'S ADVANCEMENT ASSOCIATION

vs.

WISCONSIN CENTRAL RAILWAY COMPANY

Petition alleging inadequately maintained track on the Greenwood branch of the Wisconsin Central Railway and praying for additional train service.

The complaint was filed May 24, 1907. The hearing was

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held and the decision of the Commission was rendered subsequent to June 30, 1907. The decision will be found in the first volume of the Decisions of the Commission.

No. 155.

E. A. GILLHAM

vs.

CHICAGO & NORTH-WESTERN RY. CO.

The petitioner, president of the village board of the village of Cuba City, filed a complaint with the Commission on May 25, 1907, alleging that the tracks of the respondent, crossing the main street of the village of Cuba City, are unprotected, thereby rendering the crossing unsafe and dangerous. On receipt of the notice of investigation the respondent agreed to provide that a flagman be placed at the crossing whenever trains are moving over it. The matter is held open pending settlement.

No. 156.

BALDWIN ELECTRIC LIGHT & FUEL COMPANY

vs.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.
CO.

This complaint was joined with No. 153.

No. 157.

OSHKOSH LOGGING TOOL CO.

vs.

CHICAGO & NORTH-WESTERN RY. CO.

The petitioner is engaged in the business of manufacturing tools and handles at Oshkosh. Complaint was filed May 27, 1907, alleging that the rates on saw logs from Laona and other

points to Oshkosh are unjust, illegal and discriminatory, as compared with the rates from the same points to Menasha. The hearing was fixed for a time subsequent to June 30, 1907, and the decision of the Commission will be found in Volume II of the Decisions of the Commission.

No. 158.

M. D. LEONARD ET AL.,

vs.

WISCONSIN CENTRAL RY. CO.

J. H. COON ET AL.,

vs.

WISCONSIN CENTRAL RY. CO.

Petition alleging inadequate train service on the Stevens Point-Portage branch of the Wisconsin Central Railway, causing especial inconvenience and hardship to the people of Montello. Additional trains are prayed for.

The complaint of M. D. Leonard et al., was filed June 3, 1907, and the complaint of J. H. Coon et al., June 10, 1907. The hearing of the case was held and decision of the Commission rendered subsequent to June 30, 1907. The decision may be found in Volume II of the Decisions of the Commission.

No. 159.

FRANK E. HESS

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner, a hardware merchant and resident of North Prairie, filed a complaint with the Commission on June 5, 1907, alleging unjust discrimination and inadequate passenger train service at North Prairie, such unjust discrimination and alleged inadequacy being caused by the respondent discontinuing the stopping of train No. 8 at said village. A notice of investigation was served on the respondent on June 8, 1907.

On June 28, 1907, the Commission was notified by the respondent that an order had been issued to restore the stop of train No. 8 at North Prairie, thus disposing of the complaint of the petitioner.

No. 160.

J. E. SAGER

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner conducts a real estate, loan and insurance business at Coleman and on June 6, 1907, filed with the Commission a complaint alleging inadequate passenger train facilities at Coleman. The hearing was held and the decision of the Commission was rendered subsequent to June 30, 1907. See Volume I of Decisions of the Commission.

No. 161.

GEORGE W. EVERTS ET AL.,

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

Complaint regarding the unsafe condition of three high-ways crossing respondent's tracks at grades in and near the village of Granville and praying for an order compelling the railway company to establish suitable safety devices at said crossings.

The complaint in this case was filed June 7, 1907. The hearing was held and the decision of the Commission was rendered subsequent to June 30, 1907. The decision will be found in Volume I of the Decisions of the Commission.

No. 162.

WISCONSIN & NORTHERN RAILROAD CO.

vs.

CHICAGO & NORTH-WESTERN RY. CO.

The petitioner is a corporation organized under the laws of the state of Wisconsin and engaged in the business of a common carrier. On June 7, 1907, it filed with the Commission a complaint alleging that the respondent refused to enter into a reciprocal switching arrangement with petitioner for the switching of cars at Crandon. Subsequent to June 30, 1907, a letter was received from the attorneys for the petitioner stating that satisfactory switching facilities had been arranged and requested that the complaint of the petitioner be withdrawn.

No. 163.

J. H. COON ET AL.,

vs.

WISCONSIN CENTRAL RY. CO.

The complaint in this case involved the same points and was joined with No. 158.

No. 164.

NICHOLAS STREVELER

vs.

MARATHON COUNTY RAILWAY CO.

A complaint against the Marathon County Railway Company alleging that the respondent railway company has failed to provide cars, to accept less than carload freight for shipment, to file tariffs for freight and passengers, to provide adequate stations, and complaining that the rate of \$5.00 and \$7.00, respectively, for carloads of logs and similar forest products is unreasonably high, and that the respondent should own several

standard box cars, establish regular train schedules and provide for the through billing or rating of freight.

The complaint in this matter was filed June 12, 1907. The hearing was held and the decision of the Commission rendered subsequent to June 30, 1907. The decision will be found in Volume II of the Decisions of the Commission.

No. 165.

J. O. THOMAS

vs.

CHICAGO & NORTH-WESTERN RY. CO.

Petition for a side track on the State Line Railway, a line of road devoted to through freight business between Milwaukee and Chicago.

The complaint in this case was filed with the Commission June 12, 1907. The hearing was had and the decision of the Commission rendered subsequent to June 30, 1907. The decision will be found in Volume I of the Decisions of the Commission.

No. 166.

LAKE SHORE STONE CO.

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner is engaged in the business of quarrying and manufacturing crushed stone at Lannon and on June 15, 1907, filed a complaint with the Commission alleging that the respondent had published a tariff increasing the rate on crushed stone from Lannon to Milwaukee, and common points, from 1½ to 2 cents per 100 lbs., that such advance was made at such time as the petitioner was filling large contracts which had been based on the rate of 1½ cents per 100 lbs., thereby causing great loss to the petitioner. A notice of investigation was issued by the Commission. Subsequent to June 30, 1907, a letter was received from the petitioner withdrawing the complaint.

No. 167.

CARL F. GEILFUSS

vs.

THE MILWAUKEE ELECTRIC RAILWAY & LIGHT
CO.

The petitioner is an attorney-at-law residing in the city of Milwaukee and on June 15, 1907, filed with the Commission a complaint alleging that the respondent had discontinued the running of its west bound cars on its Farwell avenue and Wells street line, leaving the Farwell avenue barns in the city of Milwaukee every fifteen minutes between the hours of 11:45 P. M. and 12:45 A. M., and praying that an order be made restoring the said schedule. A notice of investigation was issued by the Commission. Subsequent to June 30, 1907, the respondent put in force a schedule practically conforming to the prayer of the petitioner and a stipulation was filed by the attorneys for the parties withdrawing the complaint.

No. 168.

I. W. BRINK

vs.

CHICAGO, BURLINGTON & QUINCY RY. CO.

The petitioner is a farmer, stock raiser and dealer in wood and posts at Eastman, and on June 7, 1907, filed a complaint alleging that the respondent does not receive or unload freight at Charme, a flag station eight miles north of Prairie du Chien, thereby working a hardship to the shippers adjacent to Charme station, and praying that a spur track be constructed at said station. A notice of investigation was issued. The hearing was had and the decision of the Commission rendered subsequent to June 30, 1907. The decision will be found in Volume II of the Decisions of the Commission.

No. 169.

H. A. WHIPPLE

vs.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner, a resident of Waterloo and editor of a newspaper at that place, filed a complaint with the Commission on June 17, 1907, alleging inadequate passenger train service at Waterloo in that there is no Sunday service maintained. A notice of investigation was issued and the matter is pending before the Commission.

No. 170.

NELSON-BERY LUMBER CO.

vs.

WISCONSIN CENTRAL RY. CO.

CHICAGO, MILWAUKEE & ST. PAUL RY. CO.

The petitioner is engaged in manufacturing lumber at the village of Dorchester and on June 29, 1907, filed with the Commission a complaint alleging that the rates on slabs and cord wood between Dorchester and De Forest are excessive and exorbitant, and that the respondents refuse to put in effect a joint rate on such commodities between said points. A notice of investigation was issued by the Commission. The hearing was held and the decision of the Commission was rendered subsequent to June 30, 1907. The decision will be found in Volume II of the Decisions of the Commission.

PART III.

Informal Complaints.

No. 558.

JAMES McINTIRE

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a dealer in coal residing and doing business at Osseo and complained that cars for coal for shipment from West Superior to Osseo are difficult to secure and that when loaded are unnecessarily delayed in transit and giving as an illustration of a car loaded at West Superior on November 21, which was not delivered at Osseo until December 3.

The matter was taken up with the officials of the railway company and the Commission was informed that the car in question originated on the line of the Northern Pacific Railway Company and was promptly delivered to the C., St. P., M. & O. Ry. Co., but that through an error no billing directions were received by the latter company for eleven days and that when billing directions were received the car went forward and was received by the consignee two days later.

No. 559.

W. H. PUTNAM

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a grain dealer residing and doing business at River Falls. Claim for damages on account of grain lost in

transit. Complaint was made to this Commission that there was a loss in weight of cars of grain in transit shipped from River Falls over the line of the respondent company. The complainant filed a specific claim, the alleged loss was \$28.53. The attention of the company was called to the matter which resulted in an early adjustment of the claim. The complainant informed the Commission that the above stated amount had been paid to him in full.

No. 560.

IN RE RATES ON MIXED CARLOADS OF COAL AND
JURISDICTION OF COMMISSION OVER CLAIMS.

Inquiry concerning rule requiring minimum carload charge on each kind of coal when two kinds are loaded in the same car and inquiry concerning the jurisdiction of the Commission over claims. The above inquiry was made by a firm of attorneys in Milwaukee. They stated that a car was shipped containing a certain quantity each of hard and soft coal and that the rate on the hard coal was \$1.75 per ton and on the soft coal \$1.35 per ton, but that the rules of the company exacted a minimum carload charge for 30,000 pounds of each kind of coal loaded on the car, making the cost to the consignee for the railway company's service \$20.54 in excess of what would have been the amount had the company charged the carload tariff rate on each kind of coal.

Held, (1) that the Commission has jurisdiction to pass upon the reasonableness of the rule in question and if such rule were found to be unreasonable it could order a different one substituted to govern on intra-state shipments.

(2) That the law does not and could not confer on this Commission judicial powers. The only authority or jurisdiction which the Railroad Commission has over the matter of claims is provided in sec. 32, chapter 362, Laws of Wisconsin for 1905, which authorizes an investigation in the discretion of the Commission if claims are not paid within a certain time. The provision being inserted in the law to facilitate consideration of claims by railway companies.

No. 561.

IN RE MILWAUKEE ASSOCIATION OF JOBBERS AND MANUFACTURERS.

Inquiry whether under the Wisconsin law a rule of the Western Passenger Association is permissible which grants all jobbers and manufacturers of Milwaukee a rate of 11-5 fares for the round trip between points in Wisconsin in the territory of the passenger association and Milwaukee to enable buyers to attend certain meetings held in Milwaukee. The excursions being ticketed on the certificate plan and based on a guarantee of 200 tickets and such tickets have been usually and customarily sold before the passage of the Railroad Commission Law.

Held, that the Wisconsin law expressly permits the sale of such reduced tickets as were regularly and customarily sold before the passage of the act.

No. 562.

IN RE CHICAGO & NORTH WESTERN RAILWAY COMPANY.

Inquiry whether or not the Commission would authorize the issuance of a tariff expiring April 1, 1907, naming a rate of 5 cents per can on milk between Bassetts and Genoa Junction, minimum 100 cans to the car. The reason of the tariff being to provide for the movement of milk temporarily between the two places while a plant at Bassetts was being constructed.

Held, that the tariff in question would be approved.

No. 563.

IN RE ASHLAND LIME, SALT & CEMENT CO.

Inquiry concerning the right of a carrier to enforce car service or demurrage rules of the Wisconsin Car Service Association.

Held, that the courts have uniformly upheld the reasonableness of regulations providing for a demurrage charge in cases where

cars are not unloaded within 48 hours, and from correspondence which it has had, this Commission believes that shippers generally approve of the rule, because since it has been enforced it has resulted in more prompt loading and unloading of cars and in consequence greater efficiency of the equipment of the carriers.

No. 564.

MILWAUKEE WESTERN FUEL CO.

vs.

C., M. & ST. P. RY. CO.

The facts involved are identical with those in case No. 560 and the complainant was informed in accordance with the holding of the Commission in that case.

No. 565.

IN RE M. T. PARK.

Inquiry whether passes granted superintendents and agents of children's home finding societies are in violation of the Wisconsin law.

Held, that passes granted to the regular agents of charitable societies, when traveling upon the business of the society only, are not in violation of the laws of Wisconsin.

No. 566.

IN RE E. F. NELSON.

Complaining of a shortage of cars.

No. 567.

FRED SMITH

vs.

W. C. RY. CO.

Complainant is a resident of Oxford and wrote to the Commission complaining of the rate on farm machinery from Fond

du Lac to Packwaukee, on the ground that while the distance is but 149 miles the rate is 18 cents, and that the rate from Chicago is the same, while the distance is 308 miles. The figures heretofore given were found to be correct upon an examination of the tariffs. The regular published rate for both services being 18 cents per hundredweight. Complainant filed a petition asking this Commission to order the railway company to refund him a portion of the amount already paid. He was informed that the Commission could not order and enforce the payment of claims for over-charges for past services; that the statute permitted it to investigate claims and report, in its discretion, to the legislature regarding its finding. He was also informed that if he thought the rate was too high and wished to complain of its reasonableness, a petition would be prepared and sent him, to which he did not respond and the matter was regarded as being closed.

No. 568.

GEO. LAWRENCE

vs.

I. C. R. R. CO.

Complainant is a resident of Dane county and is the agent of the Knickerbocker Ice Co., a corporation owning an ice-house on the shores of Lake Wingra, southwest of Madison. The matter complained of was a charge made by the Illinois Central R. R. Co. for transferring a car of lumber from the C., M. & St. P. tracks to the said ice-house. The distance being less than five miles. An examination showed that the amount charged was the regular distance tariff rate and complainant was informed thereof.

No. 569.

B. F. BOULAY & BRO. CO.

vs.

C. & N. W. RY. CO.

Complaint in the above entitled matter was made to this Commission by the above named company, a grain dealer at Fond

du Lac, that a charge is made for transporting grain from Oakfield and Oak Center to Manitowoc of 8½ cents, while the rate from the same points to Milwaukee was 7½ cents. The matter was called to the attention of the proper officials of the C. & N. W. Ry. Co. and they at once issued a tariff effective on January 8, 1907, making the rates on grain from the points in question to Manitowoc and Milwaukee the same.

No. 570.

H. C. WILLIAMS

vs.

C., M. & ST. P. RY. CO.

This complaint relates to the shortage of cars for the transportation of vegetables, principally cabbages, onions and squash. In the long correspondence it developed that a territory in southern Wisconsin, 12 or 15 miles square, Union Grove, Racine county, being the center thereof, has in five years become the largest producer of Holland cabbages of any section of like size in the northern states if not in America. In the year 1900 but six cars of cabbages were shipped from this section, while in 1906 from the stations on the line of the C. & N. W. and the C., M. & St. P. Rys. in this territory over two thousand cars of cabbages alone were shipped, as well as a large quantity of onions and squash. All of these products are harvested and shipped to the consumers direct from the fields without being put in warehouses as other agricultural products are. They are shipped to distant sections of the country and in the past season the growers and buyers of these products felt the scarcity of cars keenly. Complaint was filed on December 7, 1906, and was taken up with the railway company at once by telephone, which resulted in more cars being placed at the disposal of the shippers at Union Grove.

No. 571.

C. W. TAFT

vs.

C., M. & ST. P. RY. CO.

Complainant is a stock dealer at Tunnel City and complained because of failure of carrier to promptly deliver live stock at

the Union Stock Yards, resulting in a loss to the shipper of \$65. The matter was taken up with the special representative of the railway company and an adjustment of the loss was made which was satisfactory to the complainant.

No. 572.

HACKLEY-PHELPS-BONNELL CO.

vs.

C. & N. W. RY. CO.

Complainant is a manufacturer of lumber at Hackley, and complained because the above named railway company does not give prompt consideration to claims against it, and inquiring what the powers of the Railroad Commission are over claims and what course can be taken to secure a prompter consideration of claims by the carrier.

Held, that the Commission is authorized under the law to investigate claims and report thereon to the legislature; that its custom has been to call the attention of the railway companies to claims when they are requested so to do by the shippers, and that a prompter consideration of matters so presented by the Commission has been had.

No. 573.

IN RE R. F. HODGES.

See formal opinion of the Commission, No. 117.

No. 574.

THOS. B. FARMER

vs.

M., ST. P. & S. S. M. RY. CO.

Clause 9 of instructions to agents and conductors issued by the above named railway company reads as follows: "When rates end in odd figures, less than actual rate will not be ac-

cepted on account of not having pennies with which to make change. In such cases add sufficient pennies to make the rate end in cipher or five. When exact fare is tendered it must be accepted." Complainant with a number of other persons purchased tickets between two points on the respondent's line of road. The schedule rate was \$1.38 but the agent demanded and received \$1.40. He complained to the railway company but not receiving a satisfactory reply he complained to this Commission. The attention of the company was called to the matter with the result that the objectionable rule was cancelled and one substituted therefor reading as follows: "Effective at once; you will see that the actual rate is collected and you are instructed to provide yourselves with a sufficient supply of pennies so that you will be in position to make the exact change. No excuse will be accepted on account of your failure to follow these instructions."

No. 575.

WISCONSIN GRAIN DEALERS ASS'N.

vs.

C., M. & ST. P. RY. CO.

On August 8, 1906, this Commission issued its order in the matter of grain rates. As this order involved about one thousand stations in different parts of Wisconsin it was unavoidable that some errors should have been made. In the above entitled matter it was found that the order left in effect the old rate on grain from Elm Grove to Milwaukee and provided for a three cent rate from Brookfield, Elm Grove being an intermediate point. The two stations appear on the rate sheets of the railway company as being on different divisions and consequently their true relation to each other was not shown by the train sheets which were used, among other things, in making the schedules, and thus the Elm Grove rate was allowed to remain unchanged. In this matter Karper Brothers shipped a car of grain to Milwaukee from Elm Grove. After the shipment was made it was discovered that the Elm Grove rate was higher than the Brookfield rate and an application was made to this Commission for re-

lief, which could not be granted as the car had moved on a tariff published in accordance with law, but the attention of the railway company was promptly called to the matter and a tariff was at once issued making the rate to Elm Grove the same as that to Brookfield.

No. 576.

UPHAM & AGLER

vs.

W. C. RY. CO.

Complainant is a lumber dealer doing business in Chicago and complained that at Fond du Lac the Wisconsin Central Ry. Co. absorbs all switching charges on shipments originating at competitive points but that it refuses to absorb such charges on shipments originating at non-competitive points and that this was a discrimination. They enclosed claim papers showing a charge of \$4 on such a shipment. The charge was based on published tariffs. The Commission advised complainant that it had no jurisdiction over claims but that it could consider the reasonableness of the switching charge. The matter was taken up informally with the officers of the Wisconsin Central, who informed the Commission that a new tariff had been issued effective February 15, 1907, by which all such charges are absorbed.

No. 577.

IN RE GEORGE C. HILTON.

Inquiring concerning rates on ice shipped from Oshkosh to Chicago and concerning means of securing reductions therein. The complainant is an attorney at Oshkosh and addressed the above inquiry to this Commission. He was informed that the rates inquired about involved an interstate shipment and are not under the jurisdiction of this Commission, but that if the shipper desired the matter would be taken up informally with the railway company and if a reasonable disposition was

refused, it could then be taken up with the interstate commerce commission. Comparative tables were prepared and sent complainant, and as nothing further was heard from him the matter is considered closed.

No. 578.

IN RE AUGUST TONN.

Complainant lives at Wilton and on December 1 he addressed a letter to the Hon. James O. Davidson, governor of Wisconsin, complaining of the shortage of cars for transporting potatoes. The matter was referred to this Commission and a letter was sent to complainant asking definite information. As no reply was received the matter is considered closed.

No. 579.

IN RE FRANK TUBBS.

Complainant advised the Commission that he ships live stock from the railway stock yards at Independence, Wis., that such stock is at times held in the stock yards for a number of days and that no provision is made by the railway company for watering it and inquiry is made whether the company cannot, under the tariffs, be compelled to furnish water for them. Complainant was informed of the rule of the western classification governing in cases like the one in question, which provides that delivery to the carrier is not made until the stock has been loaded in the car; that under this rule the railway company is not compelled to provide water until the stock is loaded upon the cars.

No. 580.

IN RE PETER GINDT.

Complainant, a resident of Edson, submitted to the Commission a freight bill on a car of hay which he had shipped to Chicago and asked if he had not been overcharged. He was advised that the rate charged was the published rate; that the di-

mensions of the car in question showed it to be large enough to hold the minimum required by the company as shown by the tariffs on file with this Commission. Complainant was asked to inform the Commission if he found difficulties in loading the minimum in a car of the size of the one in question. No answer having been received the matter is regarded as closed.

No. 581.

LYDIA HEDBACK

vs.


C., ST. P., M. & O. RY. CO.

Complainant lives at Clear Lake, Wis., and complains that certain trains, known as Nos. 63 and 64, or the Twilight Limited, do not stop at Clear Lake, and alleges discrimination in that the company stops the trains in question to receive and discharge certain persons but refuses to stop the trains for other persons. The matter was submitted to the railway company, which denied the alleged discrimination and stated that Clear Lake had two trains each way daily, affording a sufficient service; that the trains which it was asked to have stopped, were fast passenger trains running from Superior and Duluth to the Twin Cities, making connections with other trains; that the time of the trains permitted stops only at larger towns, and that it was impossible to stop them at all stations and make the required schedule. Copies of the company's letters were sent to complainant, who replied that she did not wish to file a formal complaint.

No. 582.

IN RE W. J. WAGSTAFF.

Request from a resident of Oshkosh for an opinion on the following statement of fact: Consignee has the tracks of one competing line into his plant but has not that of the other line. The line which has not the tracks is willing to refund drayage charges from its tracks to the plant of the consignee subject to the approval of this Commission.



Held, that the courts have decided under the Interstate Commerce Law, that drayage charges could not be absorbed by a carrier, particularly when the tariff under which the shipment was made is silent in reference to taking care of such charges; that the provisions of the Interstate Commerce Law and our own law are similar with reference to this matter and that in the opinion of this Commission it would not be legal for the carrier to refund the consignee the cost of drayage charges.

No. 583.

H. R. GARDINIER,
E. J. H. BREDEHORST,
J. F. TEARNAN,

vs.

W. C. RY. CO.

The complainants in the above entitled matter are commercial travelers having occasion to journey over the lines of the Wisconsin Central Railway between Marshfield and Ashland. In the month of December, 1906, the Commission received letters from each of these gentlemen calling its attention to certain bridges and trestles on the lines of said road between Ashland and Mellen. The Commission at once directed its engineer, Prof. W. D. Pence, to inspect the structures in question and report concerning their safety, and on December 28, an exhaustive report thereon was received. His conclusions are as follows:

"(1) The original structure was built, under the direction of Capt. W. W. Rich, to safely carry the rolling loads which prevailed on the line previous to 1887.

(2) The reinforcement of these bridges in 1887 to meet the demands of the ore business, executed under the direction of Mr. Abraham Gottlieb, consulting engineer, rendered the the bridges safe for the heavier loadings then established.

(3) The opinion submitted to the chief engineer of the road in 1903 by Mr. Onward Bates, consulting engineer, as to the safety of these bridges for the traffic of 1887, is still applicable.

(4) These bridges give evidence of having been well and safely maintained and are now in a very fair state of repair.

The system of inspections and repairs is the one generally followed in good railroad practice.

(5) The rules relating to precautionary measures to be observed in operating trains over these bridges are in line with good practice.

(6) Your engineer agrees with the contention of the chief engineer of the road, that in discussing the safety of these bridges at this time it is unfair to the company to consider the neighboring improvements of the line now in progress, which are based upon purely economic questions; provided, however, that the prospective abandonment of these structures in the near future does not tempt the company's employes to slacken in some degree the standard of vigilance hitherto maintained to insure the safety of these bridges.

(7) There is some question, in the judgment of your engineer, as to the entire efficacy of the measures pursued by the road to prevent overloads on these bridges due to loading modern cars to their capacity.

(8) It is recommended that proper suggestion be made to the officials of the road calling attention to the need of particular vigilance during the remaining period of service of these two bridges, and also to the need of special measures to avoid overloaded coal and other large capacity cars over these structures."

On May 2, 1907, this Commission was informed that the Wisconsin Central Ry. Co. had let the contract for filling in one of these trestles and that they were making extensive improvements on the other structures.

No. 584.

IN RE JOINT INTERSTATE RATES ON GRAIN.

This is a complaint made by a member of the Milwaukee Chamber of Commerce and relates to a question of interstate rates, alleging that the railways entering Milwaukee charge a higher rate on grain from South Dakota points to Milwaukee than they do to Chicago. Complaint is also made that two roads, neither of them entering Milwaukee, but with extensive mileage

in South Dakota, should be compelled to make joint rates with the roads entering Milwaukee, placing that city on a parity with Chicago. The question being outside of the jurisdiction of this Commission it was suggested to the complainant that he prepare a petition to the interstate commerce commission, together with a statement of the facts, to be filed with this Commission, none of which has yet been done.

No. 585.

CALDWELL & GATES

vs.

C., M. & ST. P. RY. CO.

Complaining of rates on potatoes from Rio to Kenosha. The attention of the traffic department of the railway company was called to this complaint but before a reply was received the complaint was withdrawn; the whole matter of potato rates being at the time under consideration by this Commission and an agreement thereon being soon thereafter reached. See formal complaint No. 108, page 38 of this report.

No. 586.

IN RE W. L. TIBBS.

The complainant is an attorney in Milwaukee and addressed a series of questions to the Commission concerning the time when the demurrage on cars begins and inquiring whether the Commission had issued any rules governing car service and demurrage. He was informed that no such rules have been issued; and copy of the Wisconsin law and of the rules of the Wisconsin Car Service Ass'n were sent him.

No. 587.

IN RE ACCIDENT TO H. J. KATHEN.

On December 11, 1906, the Commission received from R. C. Richards, general claim agent of the C. & N. W. Ry., a re-

port to the effect that on October 20 one H. J. Kathen, a switchman, was injured by being knocked from his train by a telephone wire suspended over the tracks of that railway. Chapter 348, Laws of Wisconsin for 1905, provides that all obstructions over railway tracks less than seven feet above the roof of the highest car on the road must be protected by tell-tales and the location of each must be reported to this Commission. The reports of the railway company showed no such obstruction, so the matter was at once taken up with R. H. Aishton, general manager of the company, and also with the city attorney of Beloit. It developed that the wire was one carelessly left by a construction crew of the Wisconsin Telephone Company at the close of the day's work and that the dangerous condition was not discovered until the time of the accident. Mr. J. C. Rood, city attorney of Beloit, advised the Commission that the railway company was in error in reporting the accident as occurring in Wisconsin, that it really occurred just south of the state line in Winnebago county, Illinois. It therefore was out of the jurisdiction of this Commission.

No. 588.

J. F. SNYDER

vs.

C., ST. P., M. & O. RY. CO.

In the above entitled matter it appears that two interstate shipments between the same points were made of the same commodity, each weighing the same, one shipment being in September and the other in November, and freight bills were submitted showing different amounts charged. The complainant was advised that the matter was outside of the jurisdiction of this Commission, but the reason for the difference in charge was explained as follows: The interstate commerce commission discovered soon after the passage of the law that between many points in the United States different rates on the same commodity prevailed at the same time based on joint rates and of rates made up of the sum of two or more locals. It is a general rule that the joint or through rates are less than the sum of the two

local rates. Therefore a rule was promulgated by the interstate commerce commission making the joint or through rate the governing rate. After this order went into effect it was discovered that there were cases where the sum of the two local rates was less than the joint rate. Therefore a supplementary order was issued, by the terms of which the railways were given the right to reduce their joint through rate to the level of the sum of the two local rates on 24 hours' notice to the commission.

See *Lutter and Jacobi vs. C., M. & St. P. Ry. Co.* (No. 591), page 89.

No. 589.

DANIEL SPRAGUE

vs.

C. & N. W. RY. CO.

Complainant, a resident of Portage, filed with the Commission a claim for damage caused by an alleged disregard of shippers' routing instructions, whereby a car containing emigrants' moveables was sent from Stitzer to Portage via Waukesha and the Wisconsin Central Ry. instead of via Madison and the C., M. & St. P. Ry., resulting in a longer time in transit and a loss of certain perishable freight. The complainant alleges that he gave the shipping instructions via Madison, this the agent of the railway company denies, and on the strength of this agent's statements the company declined to pay the claim. The complainant was informed that the matter was one for the courts and outside of the jurisdiction of this Commission.

No. 590.

CITIZENS OF GILLETT

vs.

C. & N. W. RY. CO.

The above entitled matter was brought before this Commission in the form of a petition signed by fifty-four residents of Gillett, Oconto county, alleging the inadequacy and insufficiency of the station of the C. & N. W. Ry. at that place. Following the

usual custom, the matter was submitted by letter informally to R. H. Aishton, general manager of the railway company, who thereupon personally visited Gillett and reported to the Commission that his company was willing to make certain improvements, and that he had interviewed the citizens of Gillett and that such improvements seemed to be satisfactory to them. The Commission afterwards received a letter from Mr. L. J. Newald, president of the village, saying that the proposed improvements were satisfactory in every respect.

No. 591.

LUTTER & JACOBI

vs.

C., M. & ST. P. RY. CO.

The above entitled matter involves rate on cutters from Kalamazoo, Michigan, to Milwaukee. The rates in question are interstate and therefore outside the jurisdiction of this Commission, but, following the usual custom, the matter was investigated for the information of the complainant, who alleged that the rate on this commodity had been advanced from 18½ cents to 25 cents per hundred. The tariffs on file in this office disclosed the fact that the through rate on the commodity in question of 25 cents per hundred as had been charged. As the Commission's file of foreign tariffs is not complete, the matter was submitted to the officers of the railway company, who explained that prior to August 28, 1906, shipments of this kind had moved on a combination of local rates; one being from Kalamazoo, Michigan, to Chicago and the other rate from Chicago to Milwaukee; that on the date mentioned a rule of the interstate commerce commission went into effect by which such combinations of local rates were prohibited in cases where there was a through rate in effect. The rule of the interstate commerce commission may be found on page number 7 of its tariff circular No. 10A, and reads as follows:

"In every instance where a commodity or special rate is named in a tariff upon a commodity and between specified points, such commodity or special rate is the legal rate and the only rate that can be used with relation to that traffic between those points, even though a class rate or some combination may make lower."

In relation to the above matter, the railway company advised the Commission that the question of establishing a lower rate on this commodity to Milwaukee is in the hands of the eastern lines and that it had already given such lines authority to publish through tariffs to points in Wisconsin, based on a combination of the locals, but they had not complied. A copy of the railway company's letter was sent to the complainant and the matter was closed. See *J. F. Snyder vs. C., St. P., M. & O. Ry. Co.* (Case No. 588.) Page 87.

No. 592.

IN RE ACCIDENT RESULTING IN THE DEATH OF IRWIN BOWEN.

On December 8, 1906, this Commission was notified of an accident resulting in the death of fireman Irwin Bowen, at Oakwood, on the line of the Chicago, Milwaukee & St. Paul Railway company. An inquiry was addressed to the railway company asking for some specific facts concerning the cause of the accident, and the Commission was informed by Mr. J. A. Hinesey, special agent of the railway company, that the accident was due to the bursting of a boiler flue. The company was thereupon notified to preserve the fragments of the bursted flue and the Commission was advised that this would be done.

No. 593.

IN RE MANITOWOC MALTING COMPANY.

Inquiry whether under the laws of Wisconsin a railway company cannot be compelled to furnish cars to persons applying therefor.

Held, That under the law as it now stands, a railway company is not obliged to maintain sufficient equipment at all times to promptly take care of the unusual business which may be offered it at certain seasons of the year;

That the obligation of the railway company is to make an equitable distribution of its cars among applicants therefor, so there will be no discrimination;

That the present shortage of cars is not confined to Wisconsin, but extends over most of the railroads of the United States. That this Commission requires railway companies to keep a record of the demands received for cars from each shipper, together with the number of cars furnished each shipper and the dates such cars are furnished;

That from the information at hand the Commission finds the present car shortage to be due to the unusual amount of freight to be moved, the insufficiency of rolling stock and of terminal facilities;

That the Commission has jurisdiction to investigate and correct discriminations in the distribution of cars by railways.

No. 594.

EDWIN S. BILLINGS

vs.

C. & N. W. RY. CO.

The complainant, a resident of Footville, complained in regard to passenger facilities between Footville and Janesville; that but one train per day is run from Janesville to Footville by way of Afton, and that no Sunday trains are run except by way of Evansville; that the regular fare by way of Afton is thirty cents and by way of Evansville is seventy-three cents; that if defendant company carries passengers in a round-about way it should charge the short line rate therefor.

The matter was submitted to the officers of the railway company, who advised the Commission that Sunday travel between Footville and Janesville is so slight that a Sunday train by way of Afton is unnecessary, and that the request of the complainant that the Commission put into effect the short line rate between Janesville and Footville by way of Evansville, is unreasonable. No formal complaint having been filed the matter was closed.

No. 595.

E. M. COPPS & CO.

vs.

W. C. RY. CO.

The complainants, wholesale dealers in potatoes, hay, flour, feed, etc., at Stevens Point, complained to the Commission that the rates of the respondent on fourth class commodities from Stevens Point to various points adjacent are excessive and unreasonable as compared with the rates from Chicago, Milwaukee and Manitowoc to such points. The respondent justified the rates and submitted tabulations in support of them. A copy of the correspondence was submitted to the complainant.

No. 596.

IN RE EXPRESS RATES.

The above entitled matter is an investigation which this Commission has begun and is still carrying on, relating to the express rates in the state of Wisconsin. An informal demand has been made upon the express companies for certain data concerning the business of their companies within this state. The companies having neglected to respond to the informal requests from the Commission, a formal demand was prepared and served upon the legally accredited representatives of the companies. The matter is still pending. See formal cases Nos. 138-140 inclusive.

No. 597.

IN RE CAR SHORTAGE.

This Commission has received many complaints from individuals in every part of the state on this subject; each of which is treated herein. Among other complaints received was one from the citizens of Manitowoc, charging that the Wisconsin Central Railway Company was using many of its cars for storage purposes at that place. Upon receipt of this information the Commission sent a representative to that city and instructed him to investigate the charge. His report contains a record of

eight-six cars shipped from Minneapolis to Manitowoc, loaded with flour, during the months of September, October, November and December 1906. The time intervening between the date of the way bill and the date of the reconsignment for these eighty-six cars exceeded on an average fifty-three days. In no instance was the time less than fourteen days, and in some cases it exceeded seventy days; seventy-seven days being the highest number for two cars. The effect of such a condition on the car supply of that road is obvious. The matter was promptly called to the attention of the officials of the railway company, and two weeks later the company reported to the Commission that at that time but twelve cars were being held at Manitowoc, and that they would be released within thirty-six hours.

No. 598.

C. E. BARLOW

vs.

C., ST. P., & O. RY. CO.

M., ST. P. & S. S. M. RY. CO.

This was an informal complaint regarding the failure of the above named railway companies to so run their trains that connections might be made at Cameron Junction. The complainant was sent a blank to be used in making a formal petition to the Commission, but no reply having been received the matter was closed.

No. 599.

THE NELSON FARMERS' TELEPHONE COMPANY

vs.

C. B. & Q. RY. CO.

In the above entitled matter complaint was made to the Commission that the railway company had caused to be cut a wire which complainant had strung across its tracks. Complainant was informed that the matter was one for the courts and not for this commission to pass upon, but following its usual custom, it was taken up informally with Mr. J. M. Gruber, general manager of the railway company, who informed the Commission

that the wire in question, owing to a disturbance of the posts from which the wire was suspended, had sagged so that it was a menace to the safety of employes of the railroad, and as a result it had been ordered cut. Mr. Gruber stated that the railway company maintains a pipe line under its tracks at that point, which complainant could use if it desired, but that if complainant insists on an overhead wire it must be maintained as a standard crossing.

The Commission secured from the railway companies copies of forms of contracts for overhead and underground telephone wire crossings, which were sent to complainant, and since then nothing further has been heard from him.

No. 600.

I. M. SCHLOSS

vs.

C. & N. W. RY. CO.

Complainant, a resident of Milwaukee, checked his baggage from Marshfield to Grand Rapids, but owing to sickness he was unable for a number of days to claim his baggage at destination. When the baggage was called for, \$1.35 storage charges had accrued, which he paid and filed a claim with the railway company for a refund, which was declined.

Complainant asked this Commission whether the law prevents a refund of storage charges when delay in calling for the baggage was caused by sickness.

Held, that the published rules of the C. & N. W. Ry. Co. contain no exception in their application for delays caused by sickness, and that the storage charge is governed by the legally published tariff, and that a refund under the circumstances recited above would be a departure from the tariff and therefore a discrimination.

No. 601.

IN RE STANLEY, MERRILL & PHILLIPS RY. CO.

Application for authority to make effective at once rate of \$1.00 per thousand feet on logs, from C. L. & B. Co. spur and Red Camp spur to Chippewa Falls. Application approved.

No. 602.

IN RE W. H. H. MACLOON.

The complainant, a resident of Janesville, complained to the effect that the rate on hay to Chicago from a point 375 miles distant is thirteen cents, while from the same point to Janesville, a distance of 284 miles, the rate is the same, which is alleged to be unreasonable. Complainant was advised that the Commission could not express an opinion regarding the reasonableness or unreasonableness of any rate before an investigation and hearing was had thereon. A complaint blank was sent him and he was told that if he believed any rate to be unreasonable he could lay the matter before the Commission. He declined to file a complaint, urging the Commission to begin an investigation on its own motion. The Commission informed complainant that it had no objection to this and asked him if he would be willing to appear and testify if such an investigation was instituted. To this he did not reply.

No. 603.

DORA L. PENNISTON

vs.

C., M. & ST. P. RY. CO.

Complaint because the said railway company does not so run its west-bound passenger trains from Milwaukee so as to connect at Dill station with the Illinois Central trains for Dodgeville. The matter was taken up informally with the C., M. & St. P. Ry. Co., who informed this Commission that it was impractical for it to change its passenger schedules on the said train so as to make the connection asked for. A copy of the above letter was sent the complainant who was told that if she desired to make a petition relating to the said matter a blank would be sent her for that purpose.

As nothing further was heard from her the matter was regarded as closed.

No. 604.

IN RE W. D. DAMKOEHLER.

The questions involved in the above matter are identical with those involved in the matter of Lutter & Jacobi vs. C., M. & St. P. Ry. Co. (See Case No. 591.)

No. 605.

IN RE RATES ON SUGAR BEETS.

An inquiry regarding the application of the order of the Commission *in re* Wisconsin Sugar Co. vs. C., M. & St. P. Ry. Co., and C. & N. W. Ry. Co. to certain railways not included in the order.

Held, that the order applied only to the companies who were parties to the proceeding.

No. 606.

IN RE C., ST. P., M. & O. RY. CO.

Plans filed showing proposed trackage of the above named railway company at Fall Creek as it will appear when the double track is laid to that point.

No. 607.

IN RE C. N. SHRYOCK.

Inquiry concerning the power of a railroad commission to compel the sale of commutation tickets at reduced rates between all points and to all persons applying therefor.

Held, that while railway companies themselves may provide that certain classes of tickets may be sold at reduced rates, the state cannot compel the carrier to discriminate in favor of a party who buys his transportation at wholesale.

No. 608.

HANS O. HALVERSON

vs.

W. C. RY. CO.

Complaint because the depot at Madsen, Manitowoc county, was not heated or lighted.

The matter was submitted to the officers of the railway company who investigated it and informed this Commission that they had arranged with the complainant to keep the station heated and lighted.

No. 609.

IN RE GREEN BAY & WESTERN RY. CO.

Inquiring regarding the legality of purely intrastate transportation issued in exchange for advertising to newspapers.

Held, that the Wisconsin law does not prohibit a railway company and a newspaper from making a contract to exchange a given value of transportation for a like value of advertising—the rates charged for the advertising and the transportation being both the regular and ordinary rates of charge.

No. 610.

CHARLES S. DEAN

vs.

C., M. & ST. P. RY. CO.

Complaint was filed with the Commission to the effect that when the above named company built its double track an overhead bridge over Fall River was taken out which the company had promised to replace, but that it had failed so to do to the great inconvenience of the public. The matter was submitted to the railway company which proceeded at once to replace the bridge in question.

7—R. R.

No. 611.

IN RE C., ST. P., M. & O. RY. CO.

The above named company submitted certain claim papers showing that the commodity tariff on lumber between certain points had been issued, and, by mistake Cable, a station in northern Wisconsin, had been omitted from the list of stations from which it was effective.

Shipment of certain cars of lumber had been made under the impression that this commodity tariff was in effect. This tariff having been cancelled, the only published tariff in effect was the distance tariff which was greatly in excess of the cancelled commodity tariff. The railway company applied to this Commission for authority to adjust the claim by repaying to the shippers of the lumber the difference between the amount paid under the distance tariff and the amount they would have paid had the commodity tariff been in effect.

Held, that shipment moved on the published tariff rate applicable thereto at the time the shipment was made, and any refund below the regular published tariff rate is a rebate and prohibited by the laws of Wisconsin. That uniform application of the rule may, in individual cases, work a hardship but a relaxation of it would make possible the payment of rebates under the guise of claims.

No. 612.

E. C. DODGE

vs.

C. & N. W. RY. CO.

Complaint was made to the Commission that the C. & N. W. Ry. Co. failed to keep its station at Lake Mills open for trains which arrived at 6 o'clock a. m. and at 10 o'clock p. m.

The matter was at once taken up with the proper official of the railway company who replied that the request of the complainant would be complied with at once and the station should be kept open in the future for the trains in question.

No. 613.

BLODGETT MILLING COMPANY

vs.

C. & N. W. RY. CO.

Complainant conducts a milling business at Janesville, having three C., M. & St. P. tracks and two C. & N. W. tracks into its plant. Its unloading hopper is located on one of the C., M. & St. P. tracks, which necessitates a switching of all C. & N. W. cars containing grain to this C., M. & St. P. track for unloading. Previous to August, 1906, no charge had been made for this service. In August the C. & N. W. put into effect its G. F. D. 8408, which provided as follows: "Unless tariffs provide otherwise, the C. & N. W. Ry., on carload freight arriving or departing from junction stations named in this tariff, when switched by connecting lines, will absorb switching charges of connecting lines as named in this tariff (except grain and grain products) where our earnings are \$15 or more."

Complaint was made that the parenthetical phrase amounted to a discrimination against grain and grain products. The matter was taken up informally with the traffic department of the C. & N. W. Ry. Co. both by letter and at a conference, with the result that the railway company cancelled the tariff in question and issued a tariff which placed grain and grain products on the same basis with other commodities.

No. 614.

IN RE LUCIA CYCLE CO.

Complainant advises this Commission that it had received a life-boat from Bloomington, Delaware, billed at \$2.75 per hundredweight, but that the freight bill had been corrected and that \$10.32 additional had been charged. That it had received an automobile from Lansing, Mich., on which an over-charge of \$14.50 was alleged to have been made. The matter was submitted to the interstate commerce commission which advised this Commission that the freight charges involved were correctly

based on the tariffs in effect between the points in question at the time the shipment was made and the complainant was so advised.

No. 615.

IN RE H. W. JOHNS-MANVILLE CO.

Complainant had, prior to August 11, 1906, been shipping stone from Knowles to Milwaukee on a commodity rate of $2\frac{1}{2}$ cents per hundredweight; and on that date the railway company cancelled the rate in question, leaving their distance tariff or 5 cents per hundredweight in effect. On October 15, 1906, the railway company re-instated their $2\frac{1}{2}$ cent tariff. Complainant filed a claim with the company asking for a repayment of an amount based upon the difference between 5 cents and $2\frac{1}{2}$ cents per hundred on all shipments they had made between the dates mentioned. This the railway company declined as being contrary to the Wisconsin law and the matter was therefore referred to this Commission.

Held, that this Commission has no jurisdiction over claims. That the above matter is properly referable to the courts. A copy of the printed opinion of this Commission, *in re* Hodges, was sent to the complainant herein.

No. 616.

IN RE C. ST. P., M. & O. RY. CO.

The railway company had in effect a rate of 5 cents per hundredweight on lumber from Eau Claire to Wilson and a higher rate in effect from Eau Claire to Knapp. Knapp being on the same line of road, and lying between Wilson and Eau Claire. The railway company asked for authority to refund to the shipper the difference between the Wilson rate and the Knapp rate so as to make the rate from Eau Claire to Knapp the same as to Wilson.

Held, that there is no long and short haul clause in the Wisconsin Railroad Commission Law; that the published tariff rate is the legal one in force and that the charge can be made only on that basis.

No. 617.

N. O. BENSCOE

vs.

D., S. S. & A. RY. CO.

Complaint because the railway company requires persons about to board trains to show their tickets before entering the cars.

Held, that the regulation is a reasonable one.

No. 618.MANUFACTURERS' COMMITTEE OF THE SUPERIOR
COMMERCIAL CLUB

vs.

C., ST. P., M. & O. RY. CO.

Complaint alleging discrimination against Superior because the railway company charges a rate of $7\frac{1}{2}$ cents from Couderay to Superior, a distance of 122 miles, while it charges a rate of $6\frac{1}{2}$ cents from Couderay to Minneapolis, a distance of 159 miles. The matter was informally submitted to the traffic manager of the railway company who wrote to this Commission as follows: "The rates on lumber into Minneapolis are not made with reference to distance. Minneapolis is a large manufacturing point of white pine lumber, and in order to attract the movement of lumber from the white pine district of Lake Superior into Minneapolis in competition to that manufactured there, the roads some years ago established a rate of 6 cents per hundred-weight on this business; that rate, in our judgment, being necessary in order to encourage the movement of the business in question. This 6 cent rate from Duluth to Minneapolis, of course, has a bearing upon the rate from interior Wisconsin points, and in the adjustment the rate of $6\frac{1}{2}$ cents was arrived at from Couderay. There is, however, no connection between the rate from Couderay to Superior and the rate from Couderay to Minneapolis. The lumber that is moved from Couderay to Superior is hardwood lumber, and we believe our rate of $7\frac{1}{2}$

cents, as now in effect on this business, is a very fair rate indeed for the service rendered."

A copy of the above letter was forwarded to the complainant and no reply was received.

No. 619.

E. P. BLUMENFELDT

vs.

C., M. & ST. P. RY. CO.

The complainant, a resident of Milwaukee, filed a complaint alleging that train No. 8 on the Prairie du Chien division of the C., M. & St. P. Ry. is operated so that Milwaukee interests suffer injury, while Chicago interests are promoted. That under the schedule at present maintained the traveling public can reach Chicago from Madison as quickly as they can reach Milwaukee, notwithstanding the fact that Milwaukee is 45 miles nearer Madison than is Chicago. Complainant asks whether or not under the Railroad Commission Law the Commission has power to compel a railway company to run a parlor car on any line which lies entirely within Wisconsin. The Commission took up the question of discrimination with the officers of the railway company, who denied that Milwaukee was being discriminated against, that it is not practical to operate a parlor car from Prairie du Chien to Milwaukee. A copy of this letter was sent to the complainant, who advised the Commission that the committee he represented desired to postpone further action on the matter until some future time.

No. 620.

GEO. C. JEWELL

vs.

C. & N. W. RY. CO.

Complainant, a resident of Rhinelander, shipped two pianos from New York. One went to Rhinelander and the other to Sugar Bush, 108 miles south of Rhinelander. The pianos weighed the same. The freight on the one shipped to Sugar Bush was

\$8.16, this piano was then forwarded to Rhineland, the freight being \$3.44 additional.

An examination of the tariffs on file in the office of the Commission indicated that the latter charge was correct, it being a local rate between the two places, the entire charge being based upon the sum of the two services.

No. 621.

F. R. POLLARD

vs.

W. C. RY. CO.

Complaint on the arbitrary rate of \$2.50 per car charged on shipments of lumber from Rib Lake, Wisconsin. The matter was submitted to the officials of the railway company who explained that the \$2.50 charge was paid to the Rib Lake Lumber Company, which operates the line from Rib Lake to Chelsea. This was communicated to the complainant who has not since written the Commission.

No. 622.

A. H. DE GROFF

vs.

C., B. & Q. RY. CO.

The complainant, a resident of Nelson, complained of the charge made for transporting a consignment of telephone brackets, insulators and wire in 1906 as compared with the charge made for transporting the same commodities in 1905. An examination of the tariff showed that the rate charged in 1906 was the correct rate and that the lower rate charged in 1905 was in error.

No. 623.

C. B. WEIKMAN

vs.

C., M. & ST. P. RY. CO.

Complainant is pastor of St. Mary's church in Durand and complains of the passenger service of the above named company,

and asks to have the schedule of its freight train No. 69 changed so that it would leave Wabasha at 5:30 a. m. instead of 4 a. m. This would enable passengers from the east and north to get to Durand and other points on the Chippewa Valley division without loss of time. The matter was submitted to the officials of the railway company. They represented that the competitive conditions of the road required that the trains should reach Eau Claire at 8 a. m., which would be impossible under the proposed schedule. Complainant was informed that the company refused to make the change asked for and that his remedy was to file a formal complaint which was not done.

No. 624.

UPHAM AND AGLER

vs.

C. & N. W. RY. CO.

Complaint of alleged overcharge of freight on two cars of lumber shipped from Armstrong Creek to Wausau amounting to \$31.44. The railway company admitted overcharge of \$22.46, which complainant refused to accept. An examination of the tariffs in effect at the time of the shipment showed that the railway company was right in its contention and complainant was so advised.

No. 625.

IN RE ISLAND MILLING CO.

Complainant is a manufacturer of woolens at Baraboo and inquires of the Commission as to the duty of a railroad company to transport freight over the shortest and least expensive route when it undertakes the service. The complainant was referred to the published decision of the Commission, *in re* R. F. Hodges.

No. 626.

CHARLES SKRZYPOZACK

vs.

M., ST. P. & S. S. M. RY. CO.

Complainant resides at Strickland and complains that he is unable to get cars to load his wood. The officials of the railway company were advised of the complaint and replied that cars would be placed at the disposal of the shippers at that station at once.

No. 627.

C. L. KOSS

vs.

C. & N. W. RY. CO.

C. M. & ST. P. RY. CO.

The complainant is a farmer residing near the city of Jefferson and joined with three other farmers in shipping a car of beet pulp from Menomonee Falls to Jefferson, on which it was claimed an overcharge had been made. An examination of the tariffs indicated an overcharge of \$18.63 on the shipment. After an informal conference with the officials of the railroads and some correspondence the amount of the overcharge was returned to the complainant.

No. 628.

G. M. PAULUS

vs.

C., ST. P., M. & O. RY. CO.

The complainant, a resident of Chetek, was in charge of a party of boys traveling from Barren to Chetek. At Cameron the complainant attempted to purchase transportation to Chetek for use on train No. 93. The agent refused to sell the tickets on the ground that such train did not stop at Chetek. The next train for which the agent would sell transportation left about twenty-four hours later. The party boarded the train at Cameron and offered the conductor transportation to Chetek which he refused and carried the party to Chippewa Falls, the first

stop. The following day the party returned to Chetek, paying the full fare, amounting to about \$10. According to the published schedule, train No. 93 did not stop at Chetek. It would be ordered stopped under certain conditions, if previously arranged for.

Held, that the only points over which the Commission has jurisdiction are, first, that the railroad discriminated in the matter of stopping the train at Chetek, second, the question of adequacy of the service at Chetek. Considerable correspondence was had with the officials of the railroad and with the complainant without effecting any appreciable results. The railroad justified its action and the complainant not filing a formal complaint the matter was closed.

No. 629.

A. H. LONG

vs.

C., M. & ST. P. RY. CO.

The complainant, a resident of Petersburg, complained of failure to supply cars ordered for stock shipments. The complaint was immediately taken up by telephone with the special representative of the railroad and the cars were furnished as desired.

No. 630.

UNION MANUFACTURING CO.
WILLIAMS-GRAY CO.

vs.

C. & N. W. RY. CO.

C., M. & ST. P. RY. CO.

The Union Manufacturing Co., of Oconto Falls, is engaged in the manufacture of wood pulp. The Williams-Gray Co., of Chicago, handles wood pulp out of Oconto Falls. Both companies complained that the rates on wood pulp from Oconto Falls to Merrill are excessive and discriminatory as compared with various other rates in force between different points in the state; that the rate from Oconto Falls to Merrill is 13 cents per 100

lbs., while the combined rate from Oconto Falls to Brokaw, and Brokaw to Merrill is 9 cents per 100 pounds, Brokaw being an intermediate point. After some correspondence with the officials of the railroads and an informal conference, the C. & N. W. Ry. Co. agreed to put in force a rate of 9 cents per 100 lbs., based upon a joint rate from Oconto Falls to Brokaw of 6 cents, and the local rate from Brokaw to Merrill of 3 cents. This rate was not acceptable to the Williams-Gray Co., it maintaining such rate to be excessive and discriminatory. It was suggested it would be improper for the Commission to express an opinion on this point without a hearing and that a formal complaint be filed. Such complaint was not filed and the matter is considered closed.

No. 631.

JOHN E. NUZUM

vs.

C. & N. W. RY. CO.

C., M. & ST. P. RY. CO.

The complainant, a resident of Viroqua, complained of overcharge on a car of crushed stone from Red Granite to Viroqua, and placed such overcharge at about \$20.00, the rate collected being 13½ cents per 100 lbs. From the tariffs on file it appeared that the rate by the most direct route was 8 and 9 cents, depending on the railroad over which the shipment would move. This shipment was routed over the C. & N. W. Ry. to Madison and over the C., M. & St. P. Ry. to Viroqua, the published tariff over this route is 12 cents per 100 lbs. In the formal case on complaint of R. F. Hodges, the duty of the railroad as to routing shipments is discussed.

No. 632.

FOND DU LAC TABLE CO.

vs.

W. C. RY. CO.

Complaint on switching charges at Fond du Lac. See formal complaint. No. 116, page 47.

No. 633.

F. A. RODEWALD, ET AL.,

vs.

C. & N. W. RY. CO.

The complainant joined with seventy-five other persons residing at or near Newton, in complaining against the station facilities at that point and praying that proper freight and passenger depot and platform be erected. The matter was taken up informally with the railroad and station facilities were built as requested by the complainants.

No. 634.

IN RE GRAIN RATES FROM DURAND TO MILWAUKEE.

A complaint was filed with the Commission against the grain rate schedule in force between Durand and Milwaukee, the claim being made that it was excessive and discriminatory as compared with the rates in force between Red Cedar and Milwaukee. The rates in question are via C., M. & St. P. Ry. and involve interstate shipments. The rate from Durand was 12½ cents and from Red Cedar, five miles distant, 11 cents. After an informal conference with the officials of the railroad, a tariff of 11 cents per 100 pounds was put in effect between Durand and Milwaukee.

No. 635.

HILEARD SCHAFFER

vs.

W. C. RY. CO.

The complainant, a farmer residing near Marshfield, complained that the above mentioned road failed to furnish car for shipment of hay to Chicago. The answer of the railroad was to the effect that the complainant asked for a furniture car which the company was unable to furnish at that time and offered a smaller car; that there was an embargo in force on hay for Chicago. The matter was adjusted in a manner satisfactory to the complainant.

No. 636.

F. R. BABCOCK

vs.

C., ST. P., M. & O. RY. CO.

The complainant, a resident of Columbia, complained of the lack of station facilities at Columbia. The Commission requested the railroad to furnish a statement of the earnings of the Columbia station. It was advised that the earnings for the year 1906 were as follows:

Cash fare collections, out.....	\$167 80
Freight earnings, in.....	502 31
Freight earnings, out.....	93 00

Total \$763 11

The railroad contended that such revenue did not warrant any additional investment. A copy of the correspondence was forwarded to the complainant.

No. 637.

IN RE ADVANCE IN FREIGHT RATES.

A letter was forwarded to the Commission written by a manufacturer at Cincinnati, Ohio, to a Wisconsin customer, dated December 27, 1906, to the effect that by reason of a recent ruling of the interstate commerce commission the rates from Cincinnati to Wisconsin points had been advanced. Further details were requested by the Commission, which were not given and the matter is closed.

No. 638.

IN RE ARRIVAL OF PASSENGER TRAINS AT MILWAUKEE.

At the request of the Commission the C. & N. W. Ry. Co., the C., M. & St. P. Ry. Co., and the W. C. Ry. Co. furnished statements of the time of arrival of passenger trains at Milwaukee during the month of December, 1906, the amount of delay in arrival, if any, and the causes for such delay.

No. 639.

IN RE C., ST. P., M. & O. RY. CO.

The company requested the Commission to informally outline its views on the proper basis of apportionment of available cars at any station. Reply was made to the effect that under the statute preference must be given to live stock and perishable freight. As a general rule cars should be pro-rated in order to meet the requirements of each shipper. It would be impracticable to lay down any set rule on account of the different circumstances which surround each case.

No. 640.

IN RE DUNCAN FUEL CO.

The complainant operates a coal dock on the line of the C. & N. W. Ry. Co. at Green Bay, and complained to the Commission that the C. & N. W. Ry. Co. and the C., M. & St. P. Ry. Co. charged \$5.00 per car for switching service, while the G. B. & W. Ry. Co., on whose line there is a competing coal dock, charged \$3.50 for the same service. No claim was made that the \$5.00 rate was excessive but it was contended that the rate of \$3.50 made by the G. B. & W. Ry. Co. should be raised to \$5.00.

Held, that if the G. B. & W. Ry. Co. is treating everybody alike, and without discrimination in the matter of switching charges it has a right to fix such charges regardless of the fact that some other railroad may be charging a different rate for substantially the same service.

No. 641.

IN RE H. MULBERGER.

The complainant is interested in the manufacture of ice cream at Janesville and complained that the express rates from Janesville are unjust and discriminatory as compared to rates from Milwaukee to the same points. The Commission requested that

a statement be submitted giving the rates regarded as unjust and discriminatory. Such statement was not submitted and the matter is considered closed.

No. 642.

IN RE GEO. P. KLEIN.

Request for tariff in force between Milwaukee and Fort Atkinson on dry feed, sacked, in lots of over 1,000 lbs. From the tariffs on file, effective December 18, 1905, it appeared that the rate was 10.3 cents per 100 lbs.

No. 643.

WILLSON BROS.

vs.

UNITED STATES EXPRESS CO.

The complainants operate a laboratory at Edgerton, and complained of the service of the above mentioned and other express companies and of breakage of goods en route, for which they were unable to secure damages. The Commission requested specific information with reference to the commodities and the points between which they were shipped and suggested the filing of a formal complaint. Such information was not furnished nor a formal complaint filed and the matter is considered closed.

No. 644.

BLOOMER PRODUCE CO.

vs.

C., ST. P., M. & O. RY. CO.

Complainant, a corporation having its principal place of business at Bloomer, complained of the shortage of cars for shipping hay, grain and potatoes from Bloomer, Wisconsin, to Chicago and points south. This is one of many complaints made to this Commission relating to shortage of cars. The matter was taken up with the railway company, which reported that

it was doing all in its power to take care of the needs of shippers, but that the equipment was insufficient for the greatly increased business at this season of the year.

No. 645.

JOHN WALTER CO.

vs.

C., ST. P., M. & O. RY. CO.

Complaining that it had lost certain kegs of beer in transit

Held, that this Commission has no jurisdiction over the subject of claims and that the question here presented is one for the courts.

No. 646.

IN RE JUNG BREWING CO.

The complainant, a manufacturer of beer at Milwaukee, complained to the Commission that the railroads refused to refund on unused mileage issued to one of their traveling men who had left their employ. The rules of the Western Mileage Bureau are to the effect that the value of unused mileage will be allowed if new mileage is purchased, when on account of sickness, or change of territory of an employe, the old ticket cannot be wholly used by the individual to whom it was issued, the receipt for the new mileage book must accompany the old mileage book when it is sent in for redemption. Regulations of this nature have been upheld by the courts. A copy of the rules were forwarded to complainant.

No. 647.

DAVID GOSHAW

vs.

G. B. & W. RY. CO.

The complainant operates a saw mill at Cobban and complained to the Commission that the rates on lumber from Cobban to Stevens Point are excessive and unreasonable. It was suggested to the complainant that he make an application for a

joint rate; that in case he should be unable to obtain a satisfactory joint rate, he file a formal complaint. No answer was received to the letter and the matter is considered closed.

No. 648.

R. P. GODARD

vs.

W. C. RY. CO.

The complainant, a traveling salesman, complained to the Commission of the depot facilities of the respondent at its station at Abbotsford. The Commission was advised by the respondent that it had certain improvements under consideration. Such improvements were made in a manner satisfactory to the complainant.

No. 649.

H. A. WHIPPLE

vs.

C., M. & ST. P. RY. CO.

Formal complaint filed. See formal complaint No. 169, p. 72.

No. 650.

RUPP BROTHERS

vs.

C., M. & ST. P. RY. CO.

The complainants, dealers in stock at Chilton, complained to the Commission on account of the respondent refusing to pay damages for failure to deliver cars as ordered.

Held, "That this Commission has practically no jurisdiction over the subject of claims against railway companies. The legality of claims such as yours must be settled by the courts and cannot be determined by this Commission. The question involved is a judicial one, and, under the Constitution of the state, judicial powers can only be conferred upon the courts and cannot be conferred upon an administrative body such as this Commission is. The law creating the Commission provides that after

claims remain unpaid for ninety days the Commission may inquire into the nature of the claims and make a report in reference thereto to the legislature. We cannot do anything in reference to them that would affect in any way either the rights of the railway companies or the shippers."

No. 651.

IN RE JOHN B. GRUBER & CO.

This company deals in general merchandise, farm and forest products at Catawba, and inquired of the Commission whether in shipping bark in open cars the shipper is obliged to furnish the stakes, lumber and wire used to secure the bark.

Held, that under the published rules for the loading of bark the shipper is obliged to furnish such materials.

No. 652.

IN RE CHAMBER OF COMMERCE OF THE CITY OF MILWAUKEE.

See "In re Wisconsin Grain Dealers' Association," informal case No. 575, page 80.

No. 653.

IN RE C. F. KECK & COMPANY.

Inquiring, (1) whether a railway company must publish and post any rate it may give to a shipper; (2) having given such rate and neither filed nor posted it, what action can be taken by other shippers for redress?

Held, (1) every railway company doing business in Wisconsin must file with the Railroad Commission rates affecting intra-state business. (2) No railway company doing business in Wisconsin can move any traffic except on a published tariff without subjecting itself to the liability of a heavy fine.

No. 654.

A. L. THOMAS

vs.

C., M. & ST. P. RY. CO.

The complainant, a resident of Green Bay, complained of overcharge on shipment of a car of potatoes from Abrams to Munising, Mich. This claim involved interstate traffic. The Commission was unsuccessful in its endeavor to obtain a settlement of the matter. As to the jurisdiction of the Commission in relation to claims see No. 650.

No. 655.

WISCONSIN CHAIR COMPANY

vs.

C. & N. W. RY. CO.

The complainant, a furniture manufacturer at Port Washington, shipped less than a carload of veneer lumber from Oshkosh to Sheboygan, in a car the minimum weight of which was 30,000 pounds; the carload rate on same being six cents per cwt., and the less than carload rate being twenty-four cents, per cwt. The shipment moved under the less than carload rate and the charge made for the service amounted to more than the minimum carload weight would have amounted to. Contention was made that under Rule 15 of the western classification, the amount charged for less than carload freight shall not exceed the charge on the minimum carload weight of the article, and that as lumber moves on a carload weight of 20,000 minimum on certain cars, the railway company having for its own convenience tendered a car of a higher minimum for this shipment, it could not claim more than the freight on the lowest minimum.

The amount involved was very small and the correspondence voluminous, covering the period from June 19 to February 25. It being a claim for refund, the Commission was without jurisdiction to act. Therefore it served as intermediary. On May 25 the complainant advised the Commission that its claim had been allowed in full.

No. 656.

IN RE RELIANCE BOILER WORKS.

Complaining that Oshkosh is discriminated against in rate of freight on plate steel from Pittsburg, and that other cities similarly situated have lower freight rates on this commodity.

As the complaint involved interstate rates, it was submitted to the interstate commerce commission, which caused to be prepared a tabulation showing the rates to thirteen cities in Wisconsin, Michigan and Minnesota. This statement was sent to complainant, and does not show any discrimination against Oshkosh.

No. 657.

OOSTBURG CANNING COMPANY

vs.

C. & N. W. RY. CO.

Complaint was made because Oostburg, an interior point between Sheboygan and Milwaukee, has not as low freight rates to eastern cities as Sheboygan enjoys. The matter was referred to the traffic officials of the C. & N. W. Ry. Co., who advised this Commission that the Sheboygan rates were based on water competition, while the rates to Oostburg—an interior point—are based on the Sheboygan and Milwaukee rates plus a local arbitrary rate from these cities to Oostburg. The Commission was also informed that the officials of the railway company had in contemplation the reduction of rates on the commodity manufactured by complainant, but the rate would still be higher than the Sheboygan rate. The contents of this letter were communicated to complainant.

No. 658.

KAUKAUNA LUMBER & MFG. CO.

vs.

C. & N. W. RY. CO.

Complaining of the service afforded by the C. & N. W. Ry. Co. on shipments between Milwaukee & Kaukauna, alleging that

freight is unloaded at Appleton Junction and transferred to the Ashland division instead of being carried to the station at Kaukauna on the Wisconsin division.

The railway company was advised of the complaint, and its general manager advised this Commission that the winter business at Kaukauna had not warranted the company in providing a separate car for freight destined to that station, so this freight was consolidated with that destined to Appleton; that the company had been forced by the car shortage to use all means to get the greatest possible efficiency out of its equipment, but that in regard to future shipments arrangements had been made which would obviate any further delays. The substance of this was submitted to complainant.

No. 659.

IN RE FRED MILLER BREWING CO.

The complainant is engaged in the manufacture of beer at Milwaukee and complained to the Commission alleging that the railroads, particularly the C., M. & St. P. Ry., obliged shippers, in case of overcharge due to erroneous rate or mistake in weight, to pay such overcharge and put in a claim for same. The complainant objected to the rule and insisted that bills be corrected before same would be paid. The railroads insisted on compliance with the rule and threatened to refuse delivery of freight if same was not complied with.

Held, (1) That where a shipment was entirely over a single line of road and an overcharge was made thereon, which was the result either of the application of an erroneous rate or an excessive weight, the carrier should not insist on the consignee paying any money in excess of what the carrier was lawfully entitled to charge for the service. A tender of such an amount would entitle the consignee to receive the goods.

(2) Where joint rates are made between carriers the same rule would apply. The carrier making the delivery should not exact more than the tariff rate, figured on the basis of either the minimum applicable to the shipment or the actual weight, as the case might be.

(3) Where the shipment is made over two or more lines,

where no joint rates are made by the carriers, and the trouble lies with the initial carrier, the controversy is one between it and the shipper or consignee, and one in which the delivering carrier ought not to be called upon to assume any responsibility.

The Commission was not in harmony as to the holding in number three.

No. 660.

F. E. LYON

vs.

C., ST. P., M. & O. RY. CO.

Complaining of rate charged on grain from Strum to Kenosha, Wisconsin. An examination of the tariffs showed that the amount charged was the published tariff rate, and therefore the legal rate, and complainant was so informed.

No. 661.

IN RE FRANK C. SCHILLING.

Complaining of difficulty in securing cars for shipments of potatoes to points in Arkansas and the southwest.

Held, that the matter complained of is outside the jurisdiction of this Commission, but that if complainant desires his complaint will be informally submitted to the interstate commerce commission. No reply having been received from complainant, the matter was closed.

No. 662.

OLOF ROSEN

vs.

C., M. & ST. P. RY. CO.

Complainant, a resident of Rhinelander, complained that, except for three or four months each year, no agent is maintained at Sayner; that except for such period the station buildings are kept closed at said place; that trains are frequently late and no means are supplied for keeping the public informed of delayed

trains; that the lack of such facilities causes the public great hardship during winter months.

After some negotiation between the parties and the Commission, an agreement was entered into by which a telephone line is to be installed between Star Lake and Sayner, and the railway company was to make Sayner a regular stopping place for both freight and passenger trains, and maintain a custodian at said station.

No. 663.

IN RE RAILWAY CROSSING ACCIDENT AT WYOCENA.

At 11:55 o'clock on the night of January 17 a highway crossing accident occurred on the La Crosse division of the Chicago, Milwaukee & St. Paul Railway, in which Clarence Holly, Etta Holly and Rose Jernsen were killed. The Railroad Commission was promptly notified of the accident and a representative went to Wyocena. It was the usual grade crossing accident. It occurred just before midnight at the coldest period of the year. Parties were driving in a single seated top buggy, the curtains of which were down. In consequence of the cold they were wrapped up, and drove upon the crossing without noticing the approaching train. The coroner's jury found that proper warning signals were not sounded by the engine on approaching the crossing.

No. 664.

IN RE NORTHWESTERN MANUFACTURING CO.

This company is engaged in the manufacture of wagons, sleighs, etc., at Fort Atkinson, and requested an opinion of the Commission as to whether a railroad could charge a higher freight rate to an intermediate point than to a point beyond.

Held, that the Wisconsin law does not contain the long and short haul provision which is contained in the federal law. That it is therefore not necessarily illegal for a road to charge more to an intermediate point than to a point beyond.

No. 665.

IN RE WISCONSIN SUGAR CO.

This company is engaged in the manufacture of beet sugar, its main office being in Milwaukee, and inquired as to the tariff on sugar beets from Pepin to Chippewa Falls via Wabasha, Minn. Answer was made to the effect that the tariff in force between Pepin and Chippewa Falls, via Wabasha, is \$1.75 per ton, via Trevino, \$1.25 per ton.

No. 666.

FELD & FELD

vs.

C., M. & ST. P. RY. CO.

Complaining of the rate on hides between Plymouth and Milwaukee, and that a concentration rate should be put into effect on this commodity. The matter was taken up with the railway company and after voluminous correspondence the railway company put into effect a rate from Plymouth to Milwaukee of six cents per hundred pounds, in place of the former rate of ten cents. This arrangement was satisfactory to the complainant.

No. 667.

SCOTT & HALL

vs.

C., M. & ST. P. RY. CO.

C. & N. W. RY. CO.

Complainants, produce buyers at Rio, complained of the rates on potatoes from Rio to Kenosha. It appears that, effective February 8, 1906, the above named railway companies issued a tariff by which class rates were made not applicable to potatoes, resulting in an advance in rates on that commodity from 11 to 13½ cents between the points in question. The matter was taken up with the railway companies and after some correspondence a new tariff was filed, effective April 9, 1907, which restored potatoes to class C.

No. 668.

ONALASKA PACKING AND CANNING CO.

vs.

C. & N. W. RY. CO.

Complainant that it has had claims for alleged overcharges pending against the railway company which covered the years 1902 to 1905 inclusive. The claims were based on a dispute in the rate which should apply. They were interstate shipments and the matter was referred to the interstate commerce commission, which submitted a memorandum of rates governing the various shipments. This was sent to complainant.

No. 669.

IN RE GRANITE CITY QUARRIES CO.

Inquiring concerning the law governing spur track connections.

Held, that under sec. 1802, Statutes of 1898, the burden of constructing a spur to industries is on the shipper.

No. 670.

IN RE VALENTINE CLARK CO.

Complainant is a dealer in cedar posts and ties with headquarters at Chicago, and submitted certain hypothetical questions affecting Wisconsin railways. Complainant was informed that the Commission could not give an opinion on the questions asked, except upon complaint and after hearing.

No. 671.

L. D. GOLDBERG

vs.

C., M., & ST. P. RY. CO.

Enclosing claim papers in a claim made by the above named party, showing a charge made for shipping a horse from Pros-

pect, Ohio, to Oshkosh, Wis., and asking whether or not it was a legal charge. The matter was submitted to the interstate commerce commission, which prepared a memorandum showing the tariff properly useable in determining the rate; a copy of which was sent to the complainant.

No. 672.

IN RE J. S. FRIEDLINGER.

The complainant, a resident of Chetek, proposed to ship a car loaded in part with emigrants' movables and partly with potatoes from Chetek, Wis., to Canon City, Colorado, and complained of the rates which the railway companies proposed to charge him.

Held, that the rates in question are interstate and outside the jurisdiction of this Commission; that the tariffs on file in this office do not provide for the shipment of mixed carloads, on potatoes and emigrants' movables, except on a freight charge based upon the minimum charge for carload of each.

No. 673.

MILTON McDONALD

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a hay dealer at Bloomer, Wis., and complained that the above named railway company was discriminating against him in the matter of the distribution of cars to load with hay for Chicago and points south thereof. The matter was referred to the railway company, which submitted to this Commission a statement showing the distribution of cars at Bloomer during the period complained of. A copy of this statement was sent to complainant, who did not reply thereto.

Complainant also sent to the Commission a claim which he had against the above named company, for an alleged overcharge in freight on a portable engine shipped to him from Milwaukee. An examination of the tariffs governing showed that the charge made was excessive and not justified under the

tariffs. The railway company adjusted the claim by refunding to the complainant the amount of the overcharge, on its attention being called thereto.

No. 674.

IN RE CARRIE GEORGE.

Complainant is a resident of New Lisbon, Wis., and complained to this Commission that the telephone company at that point had refused to furnish her with service. She was advised that this Commission had no jurisdiction over such companies.

No. 675.

E. MARLOW & SON

vs.

C., M. & ST. P. RY. CO.

See formal complaint No. 115, page 46.

No. 676.

REESE & ANDERSON et al

vs.

C., M. & ST. P. RY. CO.

Complaining, because by a new schedule the train known as No. 8 on the Mineral Point division of the above named railway is no longer stopped at Lima Center. The complaint was signed by practically all of the residents of that place. The matter was submitted to the railway company, which advised this Commission that Lima Center would be made a flag station for the train in question. This arrangement seems to be satisfactory to complainants.

No. 677.

THEO. HAPKE

vs.

C. & N. W. RY. CO.

It is alleged in the above entitled matter that the complainant proposed to move his sugar factory from Rochester, Mich., to Madison, Wis. Preparatory thereto he visited the officials of the above named railway and also of the C., M. & St. P. Ry. and asked for a rate equal to one-half of the regular tariff, on the ground that the materials to be shipped were for a new industry to be located upon the lines of those companies; that the representatives of the C. & N. W. Ry. refused to grant this request, but informed him that they would refund to him an amount equal to one-half of the freight paid the said railway company on the materials in question, as a contribution. The railway company denied this in part, but admitted that it promised to contribute a certain amount based on one-half of the the tariff rates charged for the transportation of materials from points in Wisconsin to Madison, no tariffs authorizing such a transaction having been issued. The railway company advised the complainant that it would pay the claim on this basis if this Commission would approve of such payment. The matter not being properly before the Commission, an opinion thereon was refused.

No. 678

JULIUS BRESLAUER

vs.

C. & N. W. RY. CO.

Complaining that the above named company allowed a train to be operated between Oconto and Clintonville with an air-brake on its engine in such a disabled condition that it could not be used.

The matter was referred to the general manager of the railway company, who advised this Commission that on the date in question at a station between terminals the air pump on the engine became totally disabled; that it was impossible to replace the engine or to have the pump repaired, so the conductor was ordered to proceed with the greatest caution; that the train was

a light one, the line free from heavy grades, and a crew sufficient to man the brakes and keep the train under control at all times; that two hours and seven minutes were consumed in going 22 miles, until a station could be reached where the repairs could be made on the pump.

No. 679.

JAMES A. McKENZIE

vs.

W. C. RY. CO.

Complaining of station facilities at Vernon, Waukesha county.

The matter was submitted to the railway company, which ordered the telegraph office at the coal sheds at that point to be fitted up with seats for passengers, which the Commission understands is satisfactory to the complainant.

No. 680.

WISCONSIN SUGAR CO.

vs

C., M. & ST. P. RY. CO.

C. & N. W. RY. CO.

Complaining because respondent railway companies have not put into effect the rates ordered by this Commission in its decision of November 28, 1906, in the sugar beet rate cases. (See page 274, First Biennial Report of this Commission.)

In the above entitled matter the complainant asked for a ruling whether or not shipments billed out between December 12, 1906, and January 18, 1907, should move under the old tariff rates or under the rate ordered by the Commission.

Held, that the order of the Commission was dated November 28, that by the provisions of sec. 14 of the Railroad Commission Law such "order shall of its own force and effect take effect and become operative twenty days after the service thereof." Therefore the rates ordered by the Commission took effect and became operative twenty days after November 28, 1906, or December 18, 1906.

No. 681.

PRAIRIE DU CHIEN PROGRESSIVE ASS'N

vs.

C., M. & ST. P. RY. CO.

Complaint as to the rates on bolts and excelsior to and from Prairie du Chien.

The question involves one of interstate commerce and as such is outside of the jurisdiction of the Commission. The Commission endeavored to adjust the matter between the parties, but was unable to do so.

No. 682.

IN RE VILLAGE BOARD OF SPRING GREEN.

Inquiry was made whether under the provisions of the Wisconsin law it would be permissible for the C., M. & St. P. Ry. Co. to make reduced rates on certain materials to be used in the construction of a bridge across the Wisconsin river by the village of Spring Green.

Held, that the village of Spring Green is a municipality within the meaning of ch. 362, Laws of 1905, which provides that nothing in the act "shall prevent the carriage, storage or handling of freight free or at a reduced rate for the United States, the state or any municipality thereof." That a tariff must be filed covering the rates in question ten day before the shipment moves, or if a shorter time is desired application must be made to the Commission to shorten the time, which it has power to do.

No. 683.

IN RE C., ST. P. M. & O. RY. CO.

Complaint was made that C., St. P., M. & O. train No. 7 was scheduled to stop at Merillan Junction for luncheon, but that when the said train was late no stop for this purpose was made.

The matter was referred to A. W. Trenholm, general manager of the railway company, who advised the Commission

that when the train in question was behind schedule time the conductor of the train was instructed to ascertain if there were any passengers who desired to get their luncheon at Merillan, and if there were not, that the stop at that place was to be shortened and the train was to proceed; that if mistakes had been made in regard to this, orders would be issued which would prevent such mistakes from occurring in the future.

No. 684.

IN RE C., ST. P., M. & O. RY. CO.

Application for authority to put into immediate effect a switching rate on three cars of merchandise, Ashland to Washburn, at \$7.50 per car, for the Northern Pacific Ry. Co.

Application approved.

No. 685.

KELLOGG BROS. LUMBER CO.

vs.

C. & N. W. RY. CO.

Complaint that on cement shipped from North Hampton, Pennsylvania, the railway company charges a rate of 6.15 cents per hundred weight from Milwaukee to Grand Rapids, and 8 cents per hundred weight from Milwaukee to Almond. The matter was taken up with the officials of the railway company who refused to reduce the rate to Almond. It appears that the rate from Milwaukee to Grand Rapids was made to meet a competitive rate of the Green Bay & Western in connection with the Ann Arbor Railroad on the same commodity. It was suggested to complainant that it file a formal complaint with the Commission, which has not been done and the matter is considered as closed.

No. 686.

IN RE APPROVAL OF STATEMENTS SUBMITTED BY
THE RAILWAY COMPANIES TO THE STATE
TREASURER.

These reports are required under the law to be submitted by all railway companies in the state to the state treasurer and by him to be referred to this Commission for its comparison with the reports of the companies on file here, and approval thereof based on such comparison.

No. 687.

COLFAX STORE CO.

vs.

W. C. RY. CO.

Complaining because of the difficulty in securing cars for the transportation of hay and potatoes. This is one of many similar complaints. Owing to the large traffic the equipment of all the roads doing business in the state has been insufficient. The above complaint was submitted to the railway company, which sent to this Commission a statement of the cars assigned to the complainant and stated that it was doing the best it could to supply the shippers along its line of road, but that its equipment was unequal to the demand made upon it.

No. 688.

THILL & LAPITZ

vs.

C., M. & ST. P. RY. CO.

Complainants, residents of La Crosse, shipped a carload of sewer pipe from Red Wing, Minnesota, to La Crosse, via the C. & N. W. Ry. Co. They asked the C., M. & St. P. to transfer the car to one of their tracks, which was refused. The matter was submitted to the railway company, and soon afterwards the complainants advised this Commission that it had been satisfactorily adjusted and that they wished to withdraw their complaint.

No. 689.

IN RE WISCONSIN GRAPHITE CO.

Asking certain information concerning the rates on dry-earth paint from Stevens Point, Wisconsin, to certain points in Texas. Matters referred to were entirely interstate and outside of the jurisdiction of this Commission and the complainant was so informed.

No. 690.

IN RE LARSON & SWANSON.

Complainants are dealers in general merchandise and grain at Stockholm, Wisconsin, on the line of the C., B. & Q. and state that the order of this Commission reducing the rates on grain from certain stations on the lines of the C., M. & St. P. and other railways, particularly from Durand to Milwaukee, has affected them injuriously and that it diverts grain from Stockholm, Maiden Rock and Pepin to Durand. Complainant was informed that the three stations which they allege are affected are on the line of the C., B. & Q. Ry., that that road does not run into Milwaukee and can only reach that city over some other road; that this Commission has the power to order joint rates after due investigation and hearing as prescribed by law. Nothing further having been heard from the complainant the matter was closed.

No. 691.

IN RE ROTH & MILLER.

Complaining that 40 cents per ton is charged on coal from Milwaukee to South Milwaukee and inquiring if that rate was the legal published rate between the above named points.

Complainant was advised that the rate named was the published rate according to the tariff on file in this office.

No. 692.

OTTO FUERST

vs.

C., M. & ST. P. RY. CO.

Complainant is a traveling man living in Milwaukee and advised this Commission that on the morning of Feb. 6, a train consisting of an engine, flanger car, box freight car and a passenger coach was used as the regular train of the above named company between Babcock and Pittsville Junction. That as the train approached Pittsville Junction the flanger being down struck the frog of a switch resulting in the derailment of the flanger and box car and severely shaking up the passengers in the coach. Complainant alleges that the custom of operating a flanger car as part of a train carrying passengers is carelessness and that in addition to this the train was not operated with due regard to the safety of the persons traveling thereon. The matter was submitted to the officials of the company who justified their action in operating a train in the manner above stated.

No. 693.

F. T. GROGAN et al.,

vs.

C., M. & ST. P. RY. CO.

Complaining of the rate charged on milk from Duplainville to Milwaukee.

The matter was submitted to the railway company but it declined to reduce the rate. Thereupon a blank for a formal petition was sent to the complainants but nothing further was heard from them regarding the matter. At the time of the filing of this report the matter of rates on milk and cream is being investigated by the Commission on its own motion.

No. 694.

JESSIE CHAMBERLAIN

vs.

C. & N. W. RY. CO.

Complainant is the widow of a former engineer of the above named railway company, alleged to have been killed while on

duty, she states that the railway company gave her One Thousand Dollars and promised her an annual pass, verbally, in settlement of her claim against the company, and that about the first of January, 1907, it notified her that it could not renew the pass as it was in violation of the Wisconsin law. She asked this Commission whether a pass given under the circumstances above recited would constitute such a violation.

Held, that the Railroad Commission Law of Wisconsin expressly exempts from its operation, in regard to passes, "former railway employees, or members of their families, where such employees have become disabled in the railway service or are unable from physical disqualifications to continue in the service or to members of families of deceased employees."

No. 695.

IN RE ALBERT MILLER & CO.

Inquiring whether or not it is within the rights of the shipper to deliver carload shipments to a railroad company and demand a bill of lading from them, and if goods are not moved promptly recover damages from the carrier even though it has not the equipment with which to move the shipment.

Held, that the question above stated is one for the courts and outside of the jurisdiction of this Commission.

No. 696.

IN RE CHARLES CHRISTENSON.

The complainant, a resident of Appleton, alleges that the W. C. Ry. Co. has dug a ditch on its right-of-way which has had the effect of diverting the surface water so that 200 acres of land is rendered useless.

Held, that the matter is one for the courts and over which this Commission has no jurisdiction. See informal case No. 921.

No. 697.

IN RE ERICK OLSON.

Inquiring as to the law of Wisconsin affecting the intersection of railways and highways.

Held, that where the highway is constructed before the railroad, the railroad must restore the highway to its former state of usefulness at its own expense, as nearly as practicable. Where it is proposed to construct a highway across the railroad, it is the duty of the town officers to proceed as they would in constructing a highway across the land of an individual and that in the question of damages to the railroad company the cost of the construction and maintenance of the crossing must be considered. All of which must be paid for by the town.

No. 698.

FRANK SAYNER

vs.

M., T. & W. R. R. CO.

Complaint that the train of the above named company failed to connect with a train on the Soo line at Tomahawk Junction on the morning of Feb. 5, 1907. The attention of the railway company was called to this complaint and it advised this Commission that the failure to make connection on the morning named was due to a mistake of a conductor who had recently been employed by the company and who was unaccustomed to its line of road; that in the future its train would wait a reasonable time for the Soo train.

No. 699.

IN RE C. & N. W. RY. ACCIDENT, RESULTING IN THE DEATH OF MISS DORA LARSON AT GREEN BAY.

The above entitled matter having been reported to this Commission by the North Western Ry. Co., the district attorney of Brown county was asked for information regarding the accident. He reported that the railway company maintained a watchman at the crossing where the accident occurred and that,

from the information he could get, the watchman warned the deceased not to attempt to cross the tracks, but that she proceeded and was run over and killed.

No. 700.

F. E. LYON

vs.

C., M. & ST. P. RY. CO.

Complainant is a dealer in hay at Strum, Wisconsin, and complains of the above named company for its failure to furnish a car to use for shipping hay from Strum. The officials of the company were advised of the complaint and they furnished this Commission a statement showing the car distribution at Strum between February 1, and February 23, which statement was sent to complainant and as nothing further has been heard from him the matter is closed.

No. 701.

C. HANSON

vs.

C., ST. P., M. & O. RY. CO.

The complainant, a resident of Bloomer, complained that live stock is delayed in shipment between Bloomer, Wisconsin, and Chicago.

The matter was referred to the railway company, who responded that the service between the points was excellent. A copy of this letter was sent to complainant who did not respond. The question is one of interstate commerce and outside the jurisdiction of this Commission.

No. 702.

IN RE CAR SHORTAGE AT MANITOWOC.

Complaint was made to this Commission, alleging discrimination in the distribution of cars brought into Manitowoc by car ferry for loading for eastern points.

The question involved being one of interstate commerce it was

referred to the interstate commerce commission, which replied as follows: "This Commission has no power or authority to force carriers to furnish facilities for transportation but it has jurisdiction of the question of discrimination between shippers, and we are taking this up with the Pere Marquette people and will make every possible effort to see that discrimination, if any exists, is at once discontinued and the conditions corrected." A copy of the above letter was sent to the complainant.

No. 703.

J. W. BLEASDALE

vs.

C. & N. W. RY. CO.

(See formal complaint No. 125), p. 51.

No. 704.

A. RICE

vs.

C. & N. W. RY. CO.

The complainant, a resident of Lake Mills, complained of the rate on scrap iron from Lake Mills to Chicago as compared with the rate on the same commodity from Fort Atkinson to Milwaukee.

The matter was referred to the officials of the railway company who advised this Commission that the Fort Atkinson rate was 5 cents and the Lake Mills rate 6 cents; that this was brought about by the fact that the rate from Janesville is 5 cents and was established by the Chicago, Milwaukee & St. Paul Ry. Co., that company having the short line; that by carrying the application of the Janesville rate as a maximum establishes the Fort Atkinson rate, the latter point being on the C. & N. W. Ry. between Janesville and Milwaukee. A formal complaint was filed since June 30, 1907, and the case is pending before the Commission.

No. 705.

CITIZENS OF HACKLEY

vs.

C. & N. W. RY. CO.

Complaining of the lack of station facilities at Hackley, Vilas county, Wisconsin.

This complaint was signed by a large number of residents of the said village and was submitted to the operating officials of the above named railway company. They at once advised this Commission that the matter would be investigated and later submitted a statement of proposed improvements, which were satisfactory to the complainants and the matter was closed.

No. 706.

IN RE CUMBERLAND SUPPLY CO.

Complaint of the shortage of cars.

A copy of the Railroad Commission Law giving the powers of this Commission with respect to the distribution of cars was sent to the complainant and it was requested to submit a statement if it believed it had not been treated in accordance with the law. No reply having been received the matter is closed.

No. 707.

ED. MURPHY

vs.

C., M. & ST. P. RY. CO.

Complainant is a shipper of hay, doing business at Elba, Wisconsin, and on Feb. 13, 1907, complained that he was unable to get cars for a shipment of hay to Chicago.

The matter was taken up with the traffic officials of the railway company who advised this Commission that owing to the great number of cars they had on their tracks at Chicago they had been forced to place an embargo against the shipment of hay to that point. A copy of this letter was sent to the complainant.

No. 708.

LINDSAY BROS.

vs.

C. & N. W. RY. CO.

In the above entitled matter the railway company had in effect an interstate commodity rate of 9 cents per hundredweight on agricultural machinery from Milwaukee to Harvard Junction. Complainant shipped a carload of agricultural machinery from Milwaukee to Genoa Junction, a point on the North Western line between Milwaukee and Harvard Junction, and was charged Class A rates, based on the distance tariff which made the rate 10 cents per hundredweight. Complaint was made that the rate properly chargeable was the rate to Harvard Junction.

The railway company declined to pay complainant's claim for overcharge, as the tariff naming the rate to Harvard Junction did not apply to intermediate points, leaving the distance tariff above referred to the only one in effect between the points in question. The shipment was made before the enactment of the Railroad Commission Law.

No. 709.

LINDSAY BROS.

vs.

C. & N. W. RY. CO.

The complainant herein submitted to this Commission a file of papers relating to a claim against the above named railway company for an alleged overcharge of freight on a car of agricultural machinery shipped from Milwaukee to Eagle Point, Wisconsin.

It appears that at the time the said shipment was made there was in effect a through rate of 26 cents between the said points. There was also in effect a rate of 20 cents from Milwaukee to Chippewa Falls and a rate from Chippewa Falls to Eagle Point of 5 cents. The railway company contended, that as there was a through rate that only should apply. The Commission took the matter up with the legal department of the railway company and after some correspondence the Commission was informed the claim was adjusted in full.

No. 710.

LINDSAY BROS.

vs.

C. & N. W. RY. CO.

Claim for overcharge on a car of fertilizer shipped from Cudahy to County Line. At the time of the shipment a rate of 2 cents was in effect from Cudahy to Racine, County Line being intermediate, complainant contended that this rate should apply on the car in question.

The shipment moved under the distance tariff. The matter was submitted to the traffic department of the railway company, which replied that as there is no long and short haul clause in the Wisconsin law the distance tariff was the only tariff in effect and that the company could not legally pay the claim in question.

No. 711.

HENRY MARTIN

vs.

C. & N. W. RY. CO.

W. C. RY. CO.

The complainant, a resident of Collins, complained to the Commission of an overcharge on a shipment of a car of cord wood from Lakewood to Collins. Considerable correspondence was had with the railroads and with the complainant and the matter is pending before the Commission.

No. 712.

C., M. & ST. P. RY. CO.

vs.

THE STATE BOARD OF CONTROL.

Complaint that coal is shipped to the state industrial school at Waukesha in such large quantities that the cars remain on track for unreasonable periods. That during the month of January, 1907, there was an average delay of $7\frac{1}{2}$ days in unloading.

A copy of the complaint was sent to the state board of control, which responded that the company had failed to furnish cars when they were ordered and the coal contractor, fearing that

the school might run out of coal, and being able to secure a large number of cars, had them loaded and forwarded; that the shipments had all been made and all the cars unloaded. A copy of this letter was sent to the railway company.

No. 713.

J. D. BECK

vs.

C., ST. P., M. & O. RY. CO.

C., M. & ST. P. RY. CO.

The complainant, commissioner of labor and industrial statistics, complained that the "Omaha" train arriving at Camp Douglas at 2:05 P. M. does not connect with the C., M. & St. P. train leaving there at 2:10 P. M.

The matter was taken up informally with the officials of the two companies. After a voluminous correspondence the matter was adjusted by the C., St. P., M. & O. Ry. Co. changing its schedule so as to connect with the C., M. & St. P. train.

No. 714.

IN RE CAR WEIGHTS.

Complaint that the stenciled weights on certain cars are incorrect, resulting in overcharge in freight to all persons using such cars.

The question of railway weighing was taken up by the Commission on its own motion and a hearing ordered thereon, and the matter heard in the month of November, 1907. It is still pending.

No. 715.

IN RE NORTHERN PACIFIC RAILWAY CO.

Request for permission to make retroactive a tariff on logs between Bellwood and Ashland.

At the time of the shipment in question there was no tariff in effect on saw logs but there was in force a tariff on wood

bolts, which the company presumed would apply in case the Commission did not make the log rate retroactive. The same point is involved in No. 872.

No. 716.

IN RE THOMAS H. FIELDING.

Mr. Fielding, a resident of Trego, inquired as to the time highway crossings may be occupied by trains in villages.

Held, that in case the village is incorporated an ordinance may be passed regulating the time in which the crossing may be closed by trains; that if the village is not incorporated the recourse is to the courts. While the matter was not within the jurisdiction of the Commission, its assistance was offered to adjust the difficulty.

No. 717.

IN RE W. B. HEINEMANN.

Inquiry as to whether shipments of hemlock logs intended for lumber take the same rate as hemlock logs to be used for pulp wood, between Antigo and Appleton.

Held, that under the tariffs on file the rate on hemlock logs for manufacture into pulp is $4\frac{1}{2}$ cents per 100 lbs.; the rate on hemlock logs to be manufactured into lumber, the lumber to be shipped via C. & N. W. Ry., is $3\frac{3}{4}$ cents per 100 lbs.

The question of the rates charged for freight on hemlock logs to be used in the manufacture of paper was taken up by the Commission on its own motion, and a hearing was held thereon in the month of November, 1907. It is still pending.

No. 718.

GEO. B. HESS CO.

vs.

WISCONSIN CAR SERVICE ASS'N.

C., M. & ST. P. RY. CO.

The complainant, a manufacturer residing in Green Bay, complained that the Wisconsin Car Service Ass'n was pressing for

collection an unjust claim for demurrage and threatened to prohibit switching for the complainant until such claim was paid.

Held, that the railway company has no right to enforce collection of an old bill by refusing to make any future deliveries until such bill was paid; that the matter is not under the jurisdiction of the Commission.

No. 719.

IN RE MICHAEL HOGAN.

Mr. Hogan, a resident of the town of Milton, Buffalo county, stated that the town intended to construct some twelve miles of railroad and asked the Commission to furnish information relating to the construction of railroads in Wisconsin. Mr. Hogan was asked to furnish statement of the topography of the country over which it was proposed to construct the road. Such statement was not furnished and the matter is considered closed.

No. 720.

LA CROSSE RUBBER MILLS CO.

vs.

C., M. & ST. P. RY.

The complainant, engaged in manufacturing at La Crosse, complained of an overcharge on shipment of five bales of sheeting from Beaver Dam to La Crosse. The charge was 44.5 cents per 100 lbs., or first class rate, whereas the former charge was 27.5 cents per 100 lbs., or third class rate. The matter was taken up with the railway company by the Commission and it was advised that the overcharge was due to an error of the revising clerk at the La Crosse station, and the amount of the overcharge was refunded.

No. 721.

H. J. MACK

vs.

HACKLEY, PHELPS, BONNELL CO.

The complainant, a resident of the town of Hackley, Vilas county, complained that the above mentioned company obstructed the highway with their mill and lumber yard and requested that the Commission order the highway cleared.

Held, that such matter was not within the jurisdiction of the Commission.

No. 722.

CHARLES NERUD & SON

vs.

C. & N. W. RY. CO.

The Complainants, residents of Elroy, complained that the rate on sand from Onalaska to Elroy, $4\frac{1}{2}$ cents per 100 lbs., was excessive as compared with the rate on cement from Mitchell, Ind., to Elroy, \$2.60 per ton. The matter was taken up with the officials of the railroad and a rate of three cents per 100 lbs. put in force, which was satisfactory to the complainants.

No. 723.

SETTERGREN & PITTMAN

vs.

C. & N. W. RY. CO.

The complainants, residents of Baraboo, complained that the city of Baraboo was discriminated against in that it did not receive the benefit of the La Crosse-St. Paul rates as maximum on traffic originating at Cleveland and moving via lake and rail. It was claimed that such rates applied to Sparta and Portage. Considerable correspondence was had with the railroad company in an attempt to reach an adjustment, but without satisfactory results. As the matter involved interstate commerce and was

not within the jurisdiction of the Wisconsin Commission it was suggested that the complainants file their complaint with the interstate commerce commission.

No. 724.

JOHN SAXINE

vs.

C., B. & Q. RY. CO.

The complainant, a resident of Prescott, complained that passengers at Prescott were very often unable to purchase tickets for the reason that the agent was not at the ticket window, being employed looking after baggage, express, etc.; that by reason of not having a ticket an additional ten cents cash fare was collected by the conductor. The railroad company contended that there was no ground for the complaint; that if passengers arrived at the station in proper time there was no difficulty in obtaining tickets. A copy of the correspondence was forwarded to complainant.

No. 725.

IN RE J. L. BOUCHER.

Mr. Boucher, a farmer residing near Marshfield, complained to Governor Davidson that he and other farmers were unable to obtain cars for hay shipments, while dealers who purchased from the farmers were able to obtain all the cars necessary. The letter was turned over to the Commission for answer. It was stated to Mr. Boucher that there should be no discrimination made between farmers and dealers in the matter of furnishing cars, that for several months there had been an unusual car shortage, but that there had been a reasonably equitable distribution of cars among shippers. He was requested to furnish the Commission information as to the time when the request for cars was made and to what railroad. Such information was not furnished and the matter is considered closed.

No. 726.

JOHN ANDERSON

vs.

C., M. & ST. P. RY. CO.

Complaint because of failure of railway company to furnish car to load with hay at Fence; Wis.

Inquiry developed the fact that the station is on the line of the Dunbar & Wausaukee Ry. Co., a railroad running from Wausaukee, and that the line was closed at the time the car was ordered, owing to heavy snows, which accounted for the failure of the C., M. & St. P. RY. Co. to furnish the car ordered.

No. 727.

THE CARBERRY COAL CO.

vs.

W. C. RY CO.

The complainant is a dealer in coal and wood at North Fond du Lac and complains because of an alleged excessive charge for transferring a car of cord-wood from the C. & N. W. Ry. tracks at Fond du Lac to its siding at North Fond du Lac. It appeared that the car had been billed to complainant at Fond du Lac and then rebilled to North Fond du Lac. The last movement being on distance tariff.

The complainant was advised that if the car had been billed to North Fond du Lac, the through rate would have been the rate to Fond du Lac plus a \$2 switching charge.

No. 728.

G. HEILEMAN BREWING CO.

vs.

C. & N. W. RY.

Complainant is a brewer at La Crosse and ships bottled beer in cases to the city of Milwaukee. The C. & N. W. Ry. Co. has a rate of one-half fourth class on "returned beer bottles, in boxes without covers," subject to rule 18 of the western

classification which reads as follows: "When empty packages are offered for shipment at the rates provided for return packages, the agent must satisfy himself that they have been used, when filled, in the transportation of regular consignment over the road and that they are returned to the consignors of the original filled package. If agents have reason to believe that the packages, when filled, were originally forwarded by express, or by competing line, they will make a note to that effect on the way-bill and charge at the regular rate for new packages."

It appears that the complainant had secured from junk dealers in Milwaukee twenty-two trays of old bottles belonging to it, which it had consigned to itself at La Crosse, at the rate for returned empties, on the theory that they had been shipped to Milwaukee filled with beer and had been lost or stolen and recovered through the agency of the junk dealers. The railway company refused to carry the consignment at the low rate and collected the regular rate for new packages and thereupon complainant filed its claim with the railway company, which was declined. The Commission had an extended correspondence with the parties and the foregoing facts were developed. The railway company declined to entertain the claim and the complainant was so advised.

No. 729.

IN RE JOBST, BETHARD CO.

Complainant is a wholesale grocer at Green Bay, Wis., and complains because the defendant railway company would not furnish it with cars to load to points on other lines.

Complainant was informed that the railway company had recently informed the Commission that the demands for cars destined for distant points and over other lines had been so great that only a fractional part of its equipment remained on its own rails to take care of its local business. This explanation was satisfactory to complainant.

No. 730.

KIEL WOGDEN WARE CO.

vs.

C., M. & ST. P. RY. CO.

Complainant is a manufacturer at Kiel, Wis. and complains that the defendant railway company does not furnish it with sufficient cars for shipment to points in other states and on other lines.

The railway company was advised of the complaint and replied that cars would be furnished at once, which the Commission was advised was done.

No. 731.

HENRY LAKE & SONS

vs.

C., ST. P., M. & O. RY. CO.

Complainants are engaged in the nursery business at Black River Falls and complained that they were being discriminated against by the respondent railway company in that the railway companies carried the returned empty cases, which had contained certain commodities, at a reduced rate, while it charged complainants full rates for returning empty tree boxes.

The matter was taken up with the traffic manager of the railway company who declined to make the changes requested. Complainants were advised of this and were told that a formal complaint could be filed, which was not done and the matter was closed.

No. 732.

RYAN BROS.

vs.

I. C. R. R. CO.

Complainant is a manager of a hotel at Blanchardville and alleges that he was over-charged on a shipment of certain commodities from Louisville, Kentucky. An examination of the tariff showed that the correct rates were charged and complainant was so advised.

10—R. R.

No. 733.

F. B. TINKER

vs.

C., M. & ST. P. RY. CO.

Complainant is a student attending the university of Wisconsin and residing at Mazomanie, and complained that the railway company does not carry passengers on Sunday nights on its local freight train No. 64, scheduled to pass through Mazomanie at 11 P. M.

The matter was submitted to the officials of the railway company and orders were issued for the train in question to carry passengers on Sunday nights only, which was satisfactory to the complainant.

No. 734.

MRS. J. N. YOUNG

vs.

C., M. & ST. P. RY. CO.

The husband and son of complainant were alleged to have been killed in the railway company's service and complainant, in consequence thereof, has been for a number of years in the past in receipt of railway transportation. Upon the passage of the Railroad Commission Law this transportation was discontinued and complaint was made to this Commission. In consequence of this complaint and of others the Railroad Commission Law was amended at the special session of 1905, in that the families of deceased railroad employes were exempted from the provisions of the law.

In the above entitled matter former complaint was revived and the matter was submitted to the president of the railway company, who advised this Commission that his company had heretofore furnished transportation to the complainant out of sympathy and not because of any liability; that complainant's children had arrived at a self-supporting age and the necessities of the family were not so great as they had been in the past, and therefore the transportation had been discontinued and the company refused to renew it.

No. 735

R. McMILLAN CO.

vs.

C., M. & ST. P. RY. CO.

Complainant is a lumber manufacturer at Oshkosh and complained to this Commission that it received a machine from Beloit, Wisconsin, being charged a rate of freight of 43 cents per hundred, and that it returned to Beloit, in the same car, a similar machine and was charged on it freight at the rate of 25 cents per hundred pounds.

The matter was submitted to the railway company and the explanation offered was to the effect that the rate from Beloit to Oshkosh on machinery of the kind in question is a class rate, while there is in effect a commodity rate from Oshkosh to Chicago, and intermediate stations, including Beloit, of 25 cents per hundredweight. This was submitted to the complainant and the matter was closed.

No. 736.*IN RE MEDFORD FRUIT PACKAGE CO.*

This number is a continuation of case No. 368 and will be found in the First Biennial Report of the Commission, page 437.

No. 737.

DAVID BOGUE

vs.

C., M. & ST. P. RY. CO.

Complainant is a resident of Poynette and alleged that the train on the La Crosse division of respondent company's line, due at Portage at 7 o'clock in the morning, is frequently late and that the train from Portage to Madison does not wait for it, and on this account the residents of Poynette do not get their mail, and that passengers destined to points on the Madison-Portage line are frequently compelled to wait an entire day at Portage before they can proceed to their destination. The matter was submitted to the railway company, which replied that

the train in question had missed connection but five times from February 15 to March 18, and as a rule the connection was maintained. Complainant was furnished with a copy of the letter of the railway company and was asked for comments thereon, but none were received.

No. 738.

IN RE RATES ON CORDWOOD OVER THE LINE OF
THE WISCONSIN CENTRAL RAILWAY FROM
STETSONVILLE TO OSHKOSH.

Inquiry relating to the rates on cordwood between the above named points and the law bearing thereon and alleging a discrimination in that other points had lower rates.

Complainant was furnished with the information he asked for and was advised of the jurisdiction of this Commission over rates.

No. 739.

MONTELLO GRANITE CO.

vs.

W. C. RY. CO.

Complainant is the producer of monumental and other granite with works at Montello and complains that rates on granite from Montello to certain stations in Ohio are unreasonable, excessive and discriminatory as compared with rates on the same commodity from points in New England to the same place in Ohio. Complainant was advised that the rates were interstate and outside of the jurisdiction of this Commission, but was asked to furnish the Commission with a tabulation of the rates alleged to be discriminatory. This was not furnished.

No. 740.

IN RE MALLEABLE IRON RANGE CO.

The complainant is a manufacturer of steel ranges at Beaver Dam and advises this Commission that the C., M. & St. P. Ry.

Co. has in effect a rate on stoves L. C. L., Beaver Dam to Juneau, of 24 cents per hundred pounds, while it has in effect a rate from Beaver Dam to Minnesota Junction of 9 cents, and from Minnesota Junction to Juneau of 7 cents, making a through rate of 16 cents.

Complainant was advised that the rules and regulations of the company in question on file in this office, do not provide for any transfer arrangements at Minnesota Junction, therefore the through rate based on the sum of the locals cannot be used and the through tariff complained of is the only one in effect.

No. 741.

IN RE WISCONSIN CENTRAL RAILWAY COMPANY.

The C., St. P., M. & O. Ry. Co. had in effect a rate on soft coal of \$1 per ton from Ashland to Chippewa Falls, the Wisconsin Central rate was \$1.50 per ton. A car was shipped over its line between the points named, and the Wisconsin Central Ry. Co. asked this Commission for authority to refund to the shipper the difference between the C., St. P., M. & O. rate and its own.

Held, that the published tariffs must govern and freight must be collected on that basis, without regard to the rates on competing lines.

No. 742.

H. B. McNAB

vs.

C. & N. W. RY. CO.

Complainant is a machinery dealer at Manitowoc and complained of delays in the transfer of freight between that point and Appleton. The matter was taken up with the officials of the railway company and they informed this Commission that they would at once put into effect arrangements to prevent such delays in the future. Complainant was so advised.

No. 743.

VILLAGE BOARD OF DOYLESTON

vs.

C., M. & ST. P. RY. CO.

Complaint because the railway company does not stop its passenger train No. 5 at Doyleston.

The railway company was informed of the complaint and replied that the train in question is an interstate train, loaded with all the work it could now do, and protested against any additional stops being ordered for that train.

Complainant was advised of the contents of the railway company's letter and nothing further was heard from it.

No. 744.

IN RE MANITOWOC MALTING CO.

See "*In re* grain rates between points in Wisconsin and Manitowoc." An investigation by the Commission on its own motion. Formal complaint No. 142, p. 59.

No. 745.

W. W. COOK

vs.

M., ST. P. & S. ST. M. RY. CO.

Complainant is a potato dealer at Chetek and complained that he had been unable to secure refrigerator cars to load with potatoes for Kansas City. The attention of the railway company was called to the matter and they responded that they found it impossible to furnish refrigerator cars, but would furnish box cars if such could be used.

Complainant was advised of this and was asked if he had any comments to make thereon. Nothing being heard from him the matter was closed.

No. 746.

W. M. CURTISS

vs.

W. C. RY. CO.

C. & N. W. RY. CO.

Complainant is a member of the Wisconsin legislature and represents Kenosha county in the assembly and complained that shippers at Bristol, Salem, Fox River and Woodworth on the line of the C. & N. W. Ry. and Trevor and Silver Lake on the line of the Wisconsin Central Ry., have not been able to obtain empty cars in which to load and ship hay for Chicago.

The matter was taken up with the traffic departments of the two roads and it was explained that there was at the time the cars were asked for, a hay blockade in Chicago, and that instructions had been given to receive no more hay for shipment until the congestion was relieved, but that the roads would arrange at once to furnish cars for loading at the points named.

No. 747.

F. T. NOLUP

vs.

G. B. & W. RY. CO.

Complainant is a potato dealer at Alma Center and complained that the rates on potatoes from that station to Milwaukee and Chicago were excessive as compared with rates made by the C., St. P., M. & O. Ry. from competitive stations on the line of that road near Alma Center.

Complainant was informed of the recent order of this Commission, reducing the rates on potatoes from 14½ cents per hundredweight to 10½ cents per hundredweight from Alma Center to Milwaukee. (See formal decision No. 108, page 38.) Nothing further having been heard from him the matter was closed.

No. 748.

J. H. PROCTOR et al.

vs.

W. C. RY. CO.

Complainant and twenty-four other persons signing with him are commercial travelers and complained to this Commission that the station facilities at Abbottsford were unsanitary and insufficient. The matter having come before the Commission on the complaint of R. P. Goddard (see informal case No. 648. page 113) reference is made thereto.

No. 749.

FRANK O. BRIGGS

vs.

C. & N. W. RY. CO.

Complainant is a dealer in general merchandise and buyer of potatoes at Eden, Wisconsin, and complained that the railway company would not furnish him with cars to load with hay for Chicago. The matter was submitted to the general manager of the railway company who replied that the receipts of hay in that city had been so large that the carriers had been compelled to place an embargo on shipments until the congestion could be relieved. The situation having improved the railway company ordered that complainant be provided with cars.

No. 750.

W. N. COATES

vs.

C., M. & ST. P. RY. CO.

Complainant, who is a farmer at Findlay, Wisconsin, on the Valley division of the C., M. & St. P. Ry., advised this Commission that he had been unable to secure cars for shipments of hay to Chicago. The matter was at once referred to the traffic officials of the railway company, who replied that an embargo on hay for shipment to Chicago had been placed until the hay on track there could be absorbed; that the scarcity of cars compelled the company to take this action; that the great number

of cars of hay in Chicago were being held up awaiting sale, to the detriment of the carriers and the public, as the equipment, urgently needed, was thus tied up. The company arranged, soon afterwards, to provide complainant with cars to move his hay and thus the matter was closed.

No. 751.

PETER JUCKEM & CO.

vs.

C., M. & ST. P. RY. CO.

Complainants are dealers in general merchandise at Chilton and wrote this Commission inquiring whether or not a railway company could be compelled to furnish shippers with sites for elevators, to which the Commission replied:

"From the facts stated, it appears that you occupy certain ground belonging to the Chicago, Milwaukee & St. Paul Ry. Co. under a lease for warehouse purposes, but have recently been notified by the railway company that it desires to use the ground so occupied for other purposes and does not desire to continue the lease. The lease itself you have not submitted to us, and have not given us any very definite idea of its terms and conditions.

"So for the purpose of answering your question we will assume that there is nothing in the lease itself that prevents the railway company from taking possession of this property for its own uses.

"This leaves for consideration simply the question whether or not the railway company is legally obliged to furnish land for a warehouse to a party who desires to erect one for convenience in carrying on his own business. We take it that your elevator is in no sense a public one, as that term is generally understood, and that you are erecting it for the purpose of storing such grain and produce as your company purchases.

"The question is one of law, pure and simple, and we might with propriety perhaps say that you could consult an attorney for advice rather than this Commission. However, we have looked the question up and have no objection to advising you the result of the conclusions arrived at.

"The legislature of Nebraska passed a law authorizing and empowering the railroad commission of that state to order railway companies to furnish warehouse sites for parties desiring to erect such structures on the right of way or terminals of the railway company doing business in that state. At a station called Elmwood on the Missouri Pacific Railroad line two parties maintained private elevators and a third party desired to erect a third elevator. The farmers living in the vicinity alleged that there was a combination between the two elevator companies to keep down prices, and there was no competition at that point in fact, and that they desired to erect an elevator where they might store their grain for shipment; that the railroad company had sufficient land which it might spare for the purpose in question without injury to it or without hampering it in the transaction of its other business, and that it was an unjust discrimination to allow the two elevator companies to operate their elevators on such sites and to refuse to furnish such a site to the petitioner.

"The railroad commission of Nebraska found the allegations of the petition true and ordered the railway company to permit the petitioners to erect an elevator upon its line at a stated place. The railway company refused to carry out the terms of the order and proceeding was instituted in the supreme court of Nebraska to compel the carrier to comply with the order of the commission. The supreme court held that the facts alleged by the petitioner were proven and made an order requiring the railroad to permit the petitioner to build his elevator at the point designated by the Railroad Commission.

"An appeal was taken from the decision of the supreme court of Nebraska to the supreme court of the United States. The case is entitled *Missouri Pacific Ry. Co. v. Nebraska* and is decided in 64 U. S. 103. The supreme court of the United States reversed the decision of the supreme court of Nebraska and held that it was not within the power of the railroad commission or of the state of Nebraska to compel a railway company to give a portion of its depot grounds to a party desiring to build a private elevator.

"The decision is placed upon the ground that right of way and grounds of the railway company are private property; that the elevator itself, when built, is private property; and, that under the Constitution of the United States private property cannot be

taken for a private use. It can only be taken for a public use and after the payment of just compensation. The court in the last paragraph of the opinion says: 'The taking by a state of the private property of one person or corporation without the owner's consent for the private use of another, is not due process of law and is a violation of the 14th Article of Amendment to the Constitution of the United States.'

"The foregoing decision was again rendered and the doctrine there laid down was reiterated in the case of *Hartford Ins. Co. v. Chicago, M. & St. P. Ry. Co.* 175 U. S. 199. The decisions in question being from the highest judicial authority in the United States, and covering as they do the point covered in your inquiry, we would feel constrained to say that in the absence of any right to continue to use the ground of the railway company under your lease, you could not compel the railway company against its will to continue to furnish you a part of its real estate for the purposes of a private warehouse."

No. 752.

R. M. JENKS

vs.

W. C. RY. CO.

See formal complaint of Loyal Business Men's Association v. W. C. Ry. Co. No. 154, p. 65.

No. 753.

NELSON-BERY LUMBER CO.

See formal complaint No. 171, p. 72.

No. 754.

SUPERIOR MANUFACTURING CO.

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a dealer in salt at Superior and complains of rates on that commodity from Superior to points on the line of the respondent railway company, as compared with the rates

from Marine City, Michigan, to the same points. The matter was adjusted by reduced rates being put in which were satisfactory to complainant.

No. 755.

HENRY PRITCHARD

vs.

C., M. & ST. P. RY. CO.

Complainant resides at Randolph, and complains that after the passenger rates ordered by this Commission, *in re A. E. Buell v. C., M. & St. P. Ry. Co.* went into effect, the rate from Randolph to Beaver Dam increased twenty cents, owing to the fact that the railway company put into effect a tariff by which through passengers are charged for the mileage covered by trains going "around the loop;" or, in other words, these trains, instead of proceeding directly to Beaver Dam, leave the main track and run to Fox Lake and return before proceeding to Beaver Dam, and the passenger is obliged to pay this extra mileage. Under the schedules formerly in force, by which three cents per mile was charged, only the distance between Randolph and Beaver Dam was charged for. This was less by twenty cents at three cents per mile, than the amount charged at $2\frac{1}{2}$ cents per mile when the distance to and from Fox Lake was included in the mileage charged. The matter was taken up with the railway company and extended correspondence ensued, during which like situations developed at other points on the line of the railroad, all of which occasioned much irritation. The matter was finally adjusted by the railway company issuing new tariffs under which only the direct mileage was charged.

No. 756.

F. O. TAYLOR

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a dealer in country produce at New Auburn and complained that the rates on oats, hay and potatoes from that station to Ladysmith are excessive as compared with the rates from Eau Claire and Chippewa Falls to Ladysmith. The

matter was taken up with the freight traffic manager of the railway company, who advised this Commission that the Eau Claire and Chippewa Falls rates were joint with the Soo Line, and made to meet the competition of the Wisconsin Central Railway Company, and that the "Omaha" should not be asked to apply them as a maximum from or to intermediate points. Complainant was advised of the position taken by the railway company, and was told that if he believed the existing rates to be unreasonable, a formal complaint could be filed and the Commission would take the matter up and decide according to the facts and the law.

No. 757.

BANK OF SPRING VALLEY

vs.

AMERICAN EXPRESS COMPANY

In the above entitled matter, complaint was made that the express company charged a rate of forty cents per thousand dollars for carrying money from Spring Valley to Elmwood, a distance of seven miles, and charged the same rate between St. Paul or Minneapolis and Spring Valley, a distance of sixty miles, and that the express company is charging twenty cents per thousand for carrying money between Chicago and St. Paul. Complainant asked, in view of these low charges, that the rate of twenty cents per thousand be charged between Spring Valley and Elmwood.

The matter was taken up with the express company, which advised the Commission that the risk of carrying money between small inland stations is greater than carrying it along the main avenues between the larger cities, where the twenty cent rate is in effect, and declined to put in the rate asked for.

Complainant was furnished with a copy of the express company's letter and also a complaint blank, and was advised that if he desired to state his grievance formally an investigation would be ordered, and after hearing the Commission would make such order as the facts and the law warranted.

No. 758.

RACEK & MALDAUNER

vs.

C., M. & ST. P. RY. CO.

C. & N. W. RY. CO.

Complainants operate stone quarries at Richwood, near Watertown, on the line of the Chicago, Milwaukee & St. Paul Railway, and complain of the rate on crushed stone between these two points, as compared with the rates made from Waukesha to Milwaukee. Complaint was also made of the rate on the same commodity from Richwood to Milwaukee, and also of the rates from Richwood to Beaver Dam and Jefferson over the C., M. & St. P. Ry. and the C. & N. W. Ry., all based upon a comparison with the Waukesha-Milwaukee rate.

The matter was submitted to the traffic officials of the railway companies who advised this Commission that the Waukesha-Milwaukee rate was a raw material rate, as the Waukesha lime stone was used in the manufacture of iron and produced a large amount of outbound tonnage. That the rates between Richwood, Beaver Dam and Jefferson were as low as the nature of the service would warrant and to reduce them would place the traffic on an unremunerative basis. The Commission suggested that complainant file a formal complaint, which was not done.

No. 759.

C. A. BEGGS

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a potato dealer at Cameron, and complained of the shortage of refrigerator cars for shipments of potatoes. The matter was taken up with the traffic manager of the railway, who advised the Commission that the road was unable to furnish shippers with refrigerator cars when called for, but could furnish box cars. Complainant was so advised.

No. 760.

F. P. NOLOP

vs.

G. B. & W. R. R. CO.

Complainant is a potato shipper at Alma Center and complained that the railway company had refused to furnish him with refrigerator cars to load with potatoes for Lewiston, Illinois. This is one of many complaints of car shortage against railroads doing business in Wisconsin. The companies in every case, in replying to the inquiries of the Commission, have stated that they could not permit their cars to go off their own rails for the reason that so many had already gone that they found it difficult to take care of their local business.

No. 761.

M. S. HALVERSON

vs.

C., M. & ST. P. RY. CO.

Complainant is a dealer in furniture at Stoughton and complained that he was unable to secure settlement for goods damaged in transit on respondent's railway. The matter was taken up with the special representative of the company, and after some correspondence the claims were adjusted to the satisfaction of the complainant.

No. 762.

WAUPUN FARMERS' ELEVATOR CO.

vs.

C., M. & ST. P. RY. CO.

Complainant is a grain buyer, operating an elevator at Waupun. It complained that the railway company refused to furnish it with cars to move its grain to Milwaukee. The matter was referred to the special representative of the company, who advised this Commission, that, owing to the great demand for cars, his company was not able to supply all the cars called for when they were called for, but that they were doing everything possible for shippers. Complainant was advised of the statement made by the railway company.

No. 763.

M. M. PHELPS

vs.

C., M. & ST. P. RY. CO.

Complainant is a farmer residing near Wyocena and called the attention of the Commission to the charge made by the above named railway company for carrying through passengers out of their way, "around the loop" at Fox Lake. The question having been discussed in the matter of the complaint of Henry Pritchard, case 755, reference is made thereto. The practice complained of has been corrected and there is no further ground for complaint.

No. 764.

BENNETT & MEYERS

vs.

W. C. RY. CO.

Complainants are merchants doing business at Weyauwega and complain of rates charged by the respondent company on certain commodities of the first class under the official classification. An examination of the tariffs on file indicated that the complainant was charged rates based upon the legally published tariffs.

No. 765.

IN RE H. A. NORDEN.

Complainant is president of the board of education at Sturgeon Bay and complains that the railway company charges for tickets from Green Bay to Chicago at three cents per mile, instead of the sum of the local rates existing in Wisconsin and Illinois. Complainant was advised that the rate complained of was interstate and as such was outside of the jurisdiction of the Railroad Commission of Wisconsin. The railway company has since placed tickets on sale based on the Wisconsin and Illinois rates.

IN RE P. B. & E. G. BARLOW.

The above named firm is engaged in a general merchandise business and is a buyer and shipper of cheese and other farm produce at Darlington. It complained to this Commission:

(1) Of the rules of the railway company which will not allow two or more commodities, classified alike, and each bearing the same tariff rate, to be loaded in the same car, except upon payment of the minimum carload rate on each commodity carried.

(2) That the railway companies are carrying mixed cars of binders and binder twine for certain manufacturers of agricultural machinery, at carload rates.

(3) That the rates on live stock are too high.

(4) That the rates on eggs from Darlington have been advanced from thirty-four to forty-three cents per case.

(5) That the rate on cheese from Darlington to Chicago is thirty-five cents per hundred, as compared with a rate of fifteen cents from Sheboygan and other places to Chicago.

Complainant was advised: (1) That the Commission has carried on an extensive correspondence with shippers in all parts of the state regarding the matter of mixed carloads, and found the greatest diversity of opinion in reference thereto. Merchants and dealers in the smaller towns generally feel opposed to any extension of the mixed carload shipments, for the reason that such an extension would increase the invasion of the smaller towns by "catalog houses." Complainant was asked for his observations and comments upon the question.

(2) Complainant was asked to furnish definite and specific facts regarding the charge that manufacturers of farm machinery were receiving favors in being permitted to ship carloads of machinery and binder twine, but the Commission has received no information from the complainant regarding this matter.

(3) Complainant was informed that the Commission was investigating the rates on live stock, and since that time an order has been made reducing the rates from over one thousand points in the state. See *in re rates on horses, cattle, calves, hogs and sheep from certain points to Milwaukee*, formal case No. 109, page 43.

(4) Complainant was informed that there had been no advance in the rates on eggs when properly boxed; that the rules

of western classification No. 42 require that a certain number of nails shall be used in constructing egg cases, and that if the cases are not constructed according to the specifications, the rate on the eggs is advanced from 34 cents to 43 cents per case.

(5) Complainant was informed that the tariffs on file in this office show that the rates on cheese from Darlington to Chicago are 22½ cents C. L. and 32 cents L. C. L. as against 18 cents C. L. and 22½ cents L. C. L. from Sheboygan to Chicago.

No. 767.

EVERGREEN NURSERY CO.

vs.

C., M. & ST. P. RY. CO.

G. B. & W. R. R. CO.

Complainant is in the nursery business at Sturgeon Bay and complains of the rate on jack pine cones from Ellis Junction to Sturgeon Bay. The matter was taken up with the traffic officials of the C., M. & St. P. Ry. Co., who at once issued a tariff naming a rate satisfactory to the complainant.

No. 768.

SELLE EXCELSIOR CO.

vs.

C., M., & ST. P. RY. CO.

Complainant is a manufacturer of excelsior at Viola, and complained that the railway company furnished it cars on which the required minimum weight could not be loaded, and stated that the company was willing to refund an amount which would cover the freight collected for but not carried, if authorized to do so by this Commission. Complainant was advised that such refund would be illegal, but that if the minimum rates existent were unreasonable or discriminatory, they were subject to an investigation and order in accordance with the facts and law of the case.

No. 769.

KANAWHA FUEL CO.

vs.

C., M. & ST. P. RY. CO.

Complainant is a coal dealer doing business in Milwaukee, and complained because of the charge made by the Wisconsin Car Service Ass'n for demurrage. Complainant was advised that the Commission had little power in the matter of claims, where the claim is insisted upon by one party and refused by the other, as such matters were questions to be passed upon by the courts and not by an administrative body like the Commission.

No. 770.

WM. NIEBUHR

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a potato buyer and shipper at Fall Creek and complained of the shortage of refrigerator cars. The matter was submitted to the railway company, which replied that it had been unable to secure all of the equipment needed for this traffic, but that it hoped to be able to secure the cars needed for complainant without delay.

No. 771.

UPHAM AND AGLEN

vs.

C. & N. W. RY. CO.

Complainants are wholesale dealers in lumber in Chicago and complained because the railway company would not apply the Milwaukee rate to South Chicago on shipments of lumber from Ladysmith. Complainant was advised of the regulations of the railway company governing and of the law applying thereto.

No. 772.

GEO. D. NAU

vs.

C. & N. W. RY. CO.

Complainant is the manager of a tug line at Green Bay and complained of the charge made by the railway company for transporting a second-hand engine from Duluth to Green Bay. Complainant was informed of the limited jurisdiction of this Commission over claims, and was told that if he desired to make a formal complaint in reference to the reasonableness of the rate, complaint blanks for that purpose would be sent him.

No. 773.*X* IN RE WISCONSIN & NORTHERN RY. CO.

On March 22, 1907, this Commission was advised by the above named railway company that it was under contract with the Galena Signal Oil Company to furnish oil for its cars and locomotives and it wished to provide the inspector of the oil company with transportation to be used while traveling on its line in the discharge of his duty toward the oil company and the railway company. This letter was accompanied by a copy of a letter received from the president of the oil company, applying for transportation, and also a letter from Interstate Commerce Commissioner S. A. Prouty, stating it to be his individual opinion that if such inspectors devote their time to the service, and do their traveling in connection with matters specified in the contract between the oil company and the railway company, free transportation would not be illegal under the federal laws.

Held, the law applicable to the above entitled matter is contained in sec. 8, ch. 362, Laws of 1905, and reads: "This act shall not be construed to prevent railroads from giving free transportation or reduced rates therefor to any railroad officer, attorney, director, employe, or members of their families, or to former railroad employes or members of their families where such employes have become disabled in the railway service, or are unable from physical dis-

qualification to continue in the service, or to members of families of deceased railroad employes; or to prevent the exchange of passes with officers, attorneys or employes of other railroads and members of their families."

Except where the railroads are expressly authorized and empowered by the provisions of the above quoted section to issue free transportation, they are prohibited from doing so. If he is an inspector of the oil company, not coming within the excepted classes, a pass could not be issued to him for travel between points within the state of Wisconsin.

No. 774.

IN RE WISCONSIN & NORTHERN RY. CO.

Asking whether it would be permissible to absorb drayage charges to secure business located upon the line of a competing road so as to be placed on an equal footing with the other company. The Commission refused to express an opinion upon the question submitted, but stated that if the practice could be permitted at all it must be authorized by published tariffs which show that the drayage charge is absorbed by the railway company.

No. 775.

IN RE H. J. FUHRMANN.

Asking if railway companies were permitted under the provisions of the Wisconsin law to give passes to ministers of the gospel.

Held, that under the provisions of ch. 362, Laws of 1905, ministers of the gospel are expressly exempted from the provisions of the law prohibiting passes.

No. 776.

J. C. JORDAN

vs.

C., B. & Q. RY. CO.

Complaint was made of the charge exacted for shipping a buffalo bull from Marshfield to Viola. Complainant was advised of the tariffs governing the shipment and of the limited jurisdiction which the Commission has over claims.

No. 777.

FRANK C. SCHILLING CO.

vs.

C., M. & ST. P. RY. CO.

Complainant is a commission merchant at Green Bay and complained of the rate on potatoes from Green Bay to Little Rock, Arkansas. He was advised of the rates between the points in question.

No. 778.

G. H. ROACH

vs.

C. & N. W. RY. CO.

Complainant is a resident of Wonewoc, Wis., and complained of the freight service furnished by the above named railway company to points between Baraboo and Elroy. The matter was taken up with the traffic department of the railway company and the Commission was at once advised that the operating department had made arrangements to handle merchandise in the district in question, which would do away with any further cause for complaint. The information received from the railway company was transmitted to the complainant.

No. 779.

HOLLISTER-AMOS CO.

vs.

C., M. & ST. P. RY. CO.

Complainant is a lumber dealer and manufacturer at Oshkosh and complained that the above named company will not refund the difference between the rate charged by it on lumber from Oshkosh to Plymouth, according to its published tariff, and the lower rate between the same points over the short line of the Chicago & North Western Railway.

Held, that rates are governed by the published tariffs which were in effect at the time the shipment was made and a repayment not based on the legally published tariff would be illegal.

No. 780.

FIDELITY MERCANTILE AND COLLECTION AGENCY

vs.

C. & N. W. RY. CO.

Complainant submitted to the Commission a claim for overcharges and was advised of the limited jurisdiction of the Commission over such matters.

No. 781.

PAYSON-SMITH LBR. CO.

vs.

C., ST. P., M & O. RY. CO.

Complainant is a wholesale dealer in lumber at Minneapolis and complained of the rate on lumber from Couderay to Chippewa Falls. Blanks were sent to complainant and it was suggested that it file a formal petition to have the rates in question investigated.

No. 782.

FRANK C. SCHILLING CO.

vs.

C. & N. W. RY. CO.

C., M. & ST. P. RY. CO.

The complainant, a commission merchant at Green Bay, complained that the railroads refused to check baggage from Chicago to Iron Mountain, Mich., on the 500 mileage books. The Commission was advised by the railroads that "after a full consideration of the matter it was decided that we would not check interstate baggage except on continuous transportation in and out of the state of Wisconsin." A copy of the correspondence was forwarded to complainant.

No. 783.

A. KUCKUK

vs.

C. & N. W. RY. CO.

The complainant, a resident of Shawano and a member of the Wisconsin legislature, complained to the Commission of an overcharge on a consignment of sewing machines from Chicago to Shawano. The claim was based on an overcharge in weight amounting to 210 pounds. Complainant was unable to obtain settlement with the company. The Commission was advised by the officials of the railroad that no trace could be found of the claim in question and requested that claim papers be submitted. The claim was settled in full.

No. 784.

A. KUCKUK

vs.

C. & N. W. RY. CO.

The complainant, a resident of Shawano and a member of the legislature, complained that train No. 221, Shawano to Clintonville, seldom made connections with train No. 2 to points south. That passengers from Shawano were obliged to take

an early morning train in order to make this connection for Appleton, Oshkosh, and other points or go by way of Oconto at a higher fare. Considerable correspondence was had, with the result that an order was issued by the railroad ordering train No. 221 to at all times make connections with train No. 2 at Clintonville.

No. 785.

FRANK J. GRIMM

vs.

F. & P. M. RY. CO.

Complainant is a coal dealer doing business in the cities of Milwaukee and Kewaunee and the respondent railway company is a common carrier operating outside of the state of Wisconsin and not subject to the jurisdiction of this Commission but having a terminal at the city of Kewaunee, at which cars are landed from car ferries. Its switching business is done by the Kewaunee, Green Bay & Western Ry. Co.

The complainant alleged that the charge made by the above named railway company for switching cars of coal at Kewaunee was excessive. The switching of cars of coal at Kewaunee was part of an interstate haul beginning at the mines in Ohio and West Virginia and consequently was outside of the jurisdiction of this Commission. The facts were submitted to the interstate commerce commission which furnished this Commission a memorandum showing the rates in effect and the legally published regulations affecting switching charges. This was submitted to the complainant.

No. 786.

IN RE LA CROSSE & SOUTHEASTERN RY. CO.

Application for authority to publish, effective at once, tariff naming passenger rate of fare and one-third from La Crosse to Viroqua and return. Application approved.

No. 787.

IN RE OSHKOSH TRAFFIC ASSOCIATION.

An inquiry concerning interstate rates. Complainant was informed that this Commission was without jurisdiction but that it would be glad to present any complaint to the interstate commerce commission and would assist in any way in its power.

No. 788.

IN RE C., ST. P., M. & O. RY. CO.

Application for authority to make effective at once rate of one dollar per gross ton in rails from Eau Claire to Hawthorne. Application approved.

No. 789.

E. S. SKOGEN

vs.

C., M. & ST. P. RY. CO.

Complainant resides at Findlay in Juneau County and asks this Commission for a statement of the law affecting the building of railways over highways.

Held, when the railroad is built over a highway the duty devolves upon the railway company to put in and maintain a crossing at its own expense, but when the highway is laid out over the railroad, after a railroad is constructed, it is necessary for the town to pay the expense of constructing the crossing and also to recompense the railroad company for such damages as it might have suffered in consequence of the highway being built across its tracks. Cattle guards, crossings, signal boards and other devices, which would be required by the statutes, would be considered part of the damages which the road would suffer in consequence of building a highway.

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No. 790.

F. ROSEBERRY

vs.

ANN ARBOR RY. CO.

Complainant wrote to this Commission from Kewaunee, stating that the Ann Arbor Ry. Co. transported him and some other people from Frankfort, Mich., to Kewaunee by steamer, that the party was not landed at Kewaunee according to contract, but on an island in the harbor and that they were compelled to pay for ferriage to their destination. Complainant was advised by the Commission that it was a matter outside of the jurisdiction of this Commission.

No. 791.

W. J. ARMSTRONG CO.

vs.

K., G. B. & W. RY. CO.

Complaint of the shortage of cars for the transportation of hay from points on the above named railroad to Milwaukee. The matter was at once taken up with the officials of that railroad company who submitted to the Commission a statement of the empty cars furnished the stations in question, and stated that they were doing their utmost to take care of the traffic but that they found it necessary to refuse to allow their equipment to go off their own rails, in order to be in a position to take care of their local business. The officials of the road promised immediately to take steps to secure C. & N. W. cars to supply the needs of the stations in question. In order that the situation might be relieved, the matter was taken up with the officials of the C., M. & St. P. Ry. Co. by telephone and orders were issued at once by that company to furnish cars for moving the hay in question.

No 792.

C. J. REIF

vs.

C., M. & ST. P. RY. CO.

Complainant is a manufacturer of lath, residing and doing business in Oshkosh, Wisconsin. He complained that the rates

charged by the above named company for transporting lath bolts from Necedah to Oshkosh were excessive. The matter was taken up informally with the traffic officials of the company, with the result that a rate of six cents per cwt. was put into effect between the points in question, after a voluminous correspondence, which was satisfactory to complainant.

No. 793.

IN RE KEUNE BROS.

Complainants are millers doing business at Hika, Wisconsin, on the line of the C. & N. W. Ry. Co. and wrote this Commission inquiring as to the time limit proposed upon milling in transit rates. They were advised that the rules of the above named company on the said matter read as follows:

"All open transit accounts, with the exception of accounts covering barley, cleaned in transit, must be evened up the last day of August in each year, in order to get the benefit of the free transportation from the cleaning or milling station to destination. This rule will not apply on grain or seed received at the cleaning or milling station during the months of June, July and August. Such grain or seed, if not shipped out before August 31, may be carried over in the accounts of the next transit year.

"The open cleaning in transit accounts on barley must be evened up on the last day of April in each year, in order to get the benefit of the free transportation from the cleaning station to destination. This rule does not apply on barley received at cleaning stations during the months of February, March and April. Such barley, if not shipped out before April 30, may be carried over in the accounts of the next transit year.

"When open transit accounts are not kept, ninety days will be allowed in which to ship the grain, seeds, or the product thereof, from the cleaning, grinding or milling station."

No. 794.

BROWN DEER LUMBER AND FUEL CO.

vs.

W. C. RY. CO.

C. & N. W. RY. CO.

Complainant is a fuel dealer in Milwaukee and complained of the minimum weights exacted by the above named railway companies in slabs from Rib Lake to Milwaukee. Complainant was advised of the legally published rates and of the rules establishing minimum weights on the commodity in question, and of the remedy provided by the Railroad Commission Law.

Complaint was also made as to charge of the C. & N. W. Ry. Co. on a car of green maple wood shipped from Bryant to Racine. Complainant was advised that the tariffs on file in this office indicated that the legal rate had been charged.

No. 795.

H. A. BARKHOUSEN

vs.

C., M. & ST. P. RY. CO.

Complainant is a dealer in hay and grain* doing business at Green Bay, Wisconsin, and complained to this Commission of the switching charge imposed by the above named railway company on shipments from points north of Green Bay to that city. The matter was referred to the proper official of the railway company but no response was received from him. Subsequently the complainant was requested to file a formal complaint, which he failed to do. Consequently the matter was closed.

No. 796.

IN RE RAILROAD PASSES TO CITY OFFICIALS.

An inquiry was addressed to this Commission by a railroad agent who was also a member of the board of aldermen in one of the cities of the state, inquiring whether he could legally ac-

cept and use a pass given him in consequence of his business with the railroad company.

..Held; first, under the Railroad Commission Law a person could not hold the office of alderman and at the same time hold and use a pass good for travel between points within the state of Wisconsin. Second, the Wisconsin law would not affect the right of a holder to use a railroad pass in making a purely interstate journey.

No. 795.

IN RE SWITCHING CHARGES, CITY OF MILWAUKEE.

A complaint was received by this Commission enclosing a copy of C. & N. W. G. F. D. 8403-A, calling its attention to the provisions of the above described tariff under which the C. & N. W. Ry. Co. absorbs switching charges on carload shipments of beer from six of the large brewing companies located upon the tracks of the C. & N. W. Ry. Co., while it continues to apply the switching tariff to all other industries located upon the tracks of that railroad. Two letters were addressed to the assistant general freight agent of the railway company advising him of the nature of the complaint, but no response was received. Consequently the complainant was advised to file a formal complaint, which he failed to do and the matter was closed.

No. 798.

JOHN LUCHSINGER

vs.

C., M. & ST. P. RY. CO.

I. C. R. R. CO.

Complainant is an attorney doing business in the city of Monroe and complained that the above named companies were failing to connect their trains at Monticello in accordance with an agreement entered into between himself and the representatives of the railroad companies in relation to a complaint which he had previously filed with this Commission, under which agreement his complaint was withdrawn. The matter was taken up with the officials of the company and orders were issued satisfactory to the complainant.

No. 799.

IN RE T. C. KAMM & CO.

Complainants are shippers and exporters of grain and feed, doing business in the city of Milwaukee, and complained to this Commission that they were experiencing difficulty in securing eastern and southern line cars for shipment of malt from Jefferson, Wis., to points in the east and the south. The matter was taken up at once with the officials of the C. & N. W. Ry. who advised the Commission that they would use their utmost endeavors to furnish the complainant with cars necessary for their use, but that no eastern cars are being delivered to that road and the only way that cars for such shipment could be secured, is by sending to the complainants such cars as come to them under load. A week later the complainant advised the Commission that the car situation was easier, and that they did not expect any further trouble as lake navigation was about to open.

No. 800.*IN RE R. C. DIEKOW.*

Complainant is a butter manufacturer at Cobb, Wisconsin, and complains of the rates on butter from that station to Chicago, in comparison with the rates on cream and alleged that the low rates on cream and the high rates on butter were resulting in the centralization of the butter industry in large centers, and consequently driving the country creamery out of business. The complainant was advised that the rates mentioned are interstate and consequently outside of the jurisdiction of the Commission, but that the Commission would, if he desired, bring the matter before the interstate commerce commission and endeavor to secure relief. Nothing further was heard from him and the matter was closed. The questions involved in the above complaint came before the Commission in a hearing ordered by it on its own motion, during the month of October, 1907, and a decision and order thereon will be included in the next annual report of this Commission.

No. 801.

I. V. LEGRAVE

vs.

C., ST. P., M. & O. RY. CO.

Complainant was a resident of Augusta, Wis., and complained that he was unable to secure a car in which to ship immigrant's moveables to a point in North Dakota. The matter was at once taken up with the traffic officials of the above named railroad, and also with the Northern Pacific Ry. Co., which resulted in a statement from the general freight agent of the latter road to the effect that the former road had in its possession 267 N. P. box cars, and that out of that supply they should be able to fill the complainant's order. The contents of this letter were sent to the freight traffic manager of the respondent railroad, and he advised this Commission that the car had been furnished to complainant for this shipment.

No. 802.

GEO. WARREN CO.

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a dealer in grain at Warrens, Wis., and complained to this Commission that it was unable to secure a car for shipment of grain to Frankfort, Mich. The matter was taken up with the traffic officials of the Omaha Ry. Co. and three days later a car was placed to move the shipment in question.

No. 803.

IN RE HALF RATES FOR CHILDREN ON 500 MILE
FAMILY MILEAGE BOOK.

Soon after the rendering of the decision of this Commission, *in re A. E. Buell v. C., M. & St. P. Ry. Co.*, known as the Wisconsin Passenger Rate Decision, the question arose as to the amount of mileage which should be detached from the family tickets for children between the ages of 5 and 12. A tentative understanding having been reached between the general

passenger agent of the C., M. & St. P. Ry. Co. and this Commission that an order should be issued by that company authorizing its conductors to accept one-half detachment for children between these ages. When the new passenger tariffs were issued it was discovered that this authorization was not included and the Commission at once took the matter up with F. A. Miller, general passenger agent of the C., M. & St. P. Ry. Co. and also with the passenger agents of other interested roads. After some correspondence the roads put into effect a rule which read as follows: "Conductors will make detachment on basis of half mileage for children of 5 and under 12 years of age and count fractions of a mile as a whole mile, observing the minimum of 5 mile detachment for any adult or child. In endorsements on detachment indicate children by '1/2.'" This satisfactorily disposed of the matter.

No. 804.

E. L. EDDY

vs.

C., ST. P., M. & O. RY. CO.

Complainant was a resident of Bloomer, Wis., and complained to this Commission that he was unable to secure a car to load with immigrant's moveables for a point in Canada on the line of the M., St. P. & S. St. M. Ry. Co. The matter was taken up with the traffic officials of both roads. The Soo line at once advised the Commission that the Omaha had on its rails 122 box cars belonging to that company, and that from these cars they should furnish one for the shipment in question. These facts were communicated to the Omaha officials and a week later they were advised by that road that the car had been placed for loading.

No. 805.

IN RE SWITCHING RATES, CITY OF MADISON.

An investigation regarding the rates charged for switching in Madison as compared to those charged for switching in Milwaukee.

12—R. R.

No. 806.

IN RE C., ST. P., M. & O. RY. CO.

Certain claim papers were forwarded to the Commission with a request for authority to refund a portion of the amount charged for freight on a carload of lumber shipped from Coudray to Black River Falls in September, 1906. The authority for making the refund was alleged to be a tariff effective in March, 1907. The general freight agent of the road was advised that under the law the refund could not be made.

No. 807.

IN RE SANITATION OF CERTAIN STATIONS.

This was an investigation instituted at the request of an official of the state of Wisconsin, in which it was alleged that the stations of certain railways doing business in the state were kept in an unsanitary condition. Letters were at once addressed to the officials of the roads complained of, which resulted in assurances from the proper officials of the roads that the stations in question would be kept in a more sanitary condition than they had been in the past, and the Commission is advised that an improvement has taken place.

No. 808.

IN RE FREE TRANSPORTATION.

Letter was received from a person who alleged that he was employed as an agent by a certain railroad company, but that his name does not appear on the pay roll and he wished to be advised whether the law of the state would prohibit the issuance of a railroad pass to him. A letter was written him for further facts but no answer was received to it.

No. 809.

KEWAUNEE GRAIN CO.

vs.

K. G. B. & W. R. R. CO.

Complaining of shortage of cars on the line of the above named railroad, for loading hay to Chicago. The matter was referred to the proper authorities and it developed that an embargo had been placed on hay for shipment to Chicago, owing to the amount on track at that city. The embargo was soon after raised and nine days after filing complaint this Commission was informed that complainant was getting cars to take care of its business.

No. 810.

IN RE FREE TRANSPORTATION OF RAILROAD EMPLOYEES.

In the above entitled matter a letter was received asking for an opinion as to the legality of a pass issued to a person who assists the regular agent at a station, though he is not on the pay roll as an employee.

Held, that if correspondent was an employee, free transportation could be given him, and if he was not, such transportation would be illegal; that it was a question of fact and not of law.

No. 811.

UPHAM & AGLER

vs.

C., M. & ST. P. RY. CO.

WIS. CENT. RY. CO.

A. & N. E. RY. CO.

Complainants are lumber dealers, residing and doing business in Chicago, and complained to this Commission that all cars shipped out of Athens have car service added to the freight. The matter was taken up with the officials of the railway companies. It developed in a voluminous correspondence that the car service charges objected to were assessed by the A. & N. E.

Ry. Co., which up to that time was not a member of the Wisconsin Car Service Ass'n, and not subject to the rules of that company. The Commission was soon afterwards notified by the Wisconsin Car Service Association that the A. & N. E. Co. had become a member of that association and was now subject to its rules, which was satisfactory to complainant as to its future shipments.

No. 812.

IN RE W. F. DUNHAM LBR. CO.

Complainant is a lumber dealer at Wautoma and asked what steps were necessary to secure a spur track connecting with the main line of a railway within the limits of a village.

Held, that complainant is entitled to such spur track, provided connection is made with the tracks of the railway company within the limits of the depot grounds; that the expense of building such track must be borne by the shipper and not by the railway company; that the law governing can be found in sec. 1082, Statutes of 1898.

No. 813.

IN RE DELLS LUMBER & SHINGLE COMPANY.

Complainant is a lumber dealer and manufacturer doing business at Eau Claire and made certain inquiries concerning rates charged for switching sawdust from its plant to the mill of the Eau Claire Pulp and Paper Company. The complainant asked for additional information, which was not furnished.

Complainant also asked concerning its right to recover for loss of a horse killed on the tracks where right of way was not fenced.

Held, (1) that this Commission has no jurisdiction over the subject of claims; (2) that railway companies are required to fence their right of way, except at station grounds and within yard limits, and except in places where the conditions are such that fencing is rendered unnecessary. That when an animal is killed on the tracks where the railway company should fence its right of way, but has failed to do so, it is liable for the value of the animal killed.

No. 814.

BEN NICHOLS

vs.

DUNBAR & WAUSAUKEE RY. CO.

Complainant is a logger, residing near Fence P. O., and complains of the rates on logs charged by the above named railway company. Complainant was advised of the powers of the Commission and a complaint blank was sent him. Nothing further being heard the matter was closed.

No. 815.

D. C. REYNOLDS

vs.

C., M. & ST. P. RY. CO.

WIS. CENT. RY. CO.

Complainant is a commercial traveler and complains that trains running from Weyauwega to Fond du Lac, on the Wisconsin Central Railway, are frequently late, and that the C., M. & St. P. Ry. has changed the time of the departure of its trains from Fond du Lac without notice to the public, and that the two combined caused him to miss connections and that delay ensued.

The matter was taken up with the officials of the railway company. The general superintendent of the Wisconsin Central Railway Company explained that the particular train on which complainant was traveling when connection was missed was delayed by a hot driving box on its engine, but denied that its trains are frequently late.

The Chicago, Milwaukee & St. Paul Railway officials stated that the change in the time of the train was made on very short notice, and enclosed letters from the agents of the company at Oshkosh and Fond du Lac, stating what had been done to notify the public of the change in time of the train in question; which was done by posting a printed notice in the waiting rooms, informing the station employees, and directing the city editors of one paper in each city to publish a notice of such change, which the Fond du Lac Bulletin published, but which the Oshkosh Northwestern failed to publish as directed. Copies of letters received from the company were sent to complainant.

No. 816.

IN RE HARRINGTON PACKAGE COMPANY.

Complaining of failure of railway companies at Crandon to interchange cars by switching cars from the lines of one to the industrial tracks of the other. A complaint blank was sent complainant but nothing further was heard. Since the correspondence above referred to, the Chicago & North-Western Railway Company and the Wisconsin & Northern Railway Company have filed switching tariffs which correct the matter complained of.

No. 817.

GEO. E. ETON

vs.

C., ST. P., M. & O. RY. CO.

Complainant resides near Luddington, Wisconsin, and complains because of failure of the above named company to furnish him with a car to load for Dresser Junction. The matter was taken up with the traffic manager of the railway company, who soon afterwards informed the Commission that the car had been furnished.

No. 818.

HANS PINERUD

CARL JOHNSON

vs.

C., ST. P., M. & O. RY. CO.

Complainants reside near New Auburn, and complained that south bound train No. 65, on the morning of April 6, did not give the usual warning signals and that as a result they narrowly escaped being run down while on the highway crossing near the above named station. The matter was at once taken up with the general sup't of the railway company, who advised the Commission that he had investigated the charge, but that the engineer of the train in question denied that he had failed to whistle for the crossing as charged; that a new bulletin had been at once issued calling the attention of all engineers to the rules requiring whistling at crossings; that the engineer in question had since left the service of the company.

No. 819.

C. E. WOLFENDEN

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a banker, residing at Wonewoc, and complains of the refusal of the agent of the above named railway company to check a trunk through from Minneapolis to Wonewoc except on presentation of a through ticket.

Complainant was advised that the journey being interstate this Commission had no jurisdiction, but the matter was taken up with the general passenger agent of the company, who justified the action of his company, but said that regulations were under way to remove the restrictions on interstate travel complained of, but that the matter had been unavoidably delayed. Since this complaint was filed such restrictions have been removed.

No. 820.

IN RE PAINE LUMBER COMPANY.

The above entitled matter relates to a controversy over a question whether or not the above named company is a common carrier in operating "Paine's Spur," a line of road running in a westerly direction from the line of the C. & N. W. Ry., a mile south of Summit Lake. The matter arose from the verbal complaint of a lumberman, to the effect that the above named company had been hauling freight, and receiving pay therefor, over the above line but that it refused to transport certain commodities. The lumber company was asked to file tariffs, to which it replied that it was operating a private road for its own convenience and denied that it was a common carrier. Complainant was advised of this and complaint blank was sent him, but he has not filed a complaint.

No. 821.

EDWARD GUILDNER

vs.

C., M. & ST. P. RY. CO.

Complainant is a farmer living near Lewiston station, and complains that the above named company will not receive for

shipment, by express, at that station any other commodity but cream.

Complainant was informed that the order of this Commission, *in re Guilder v. C., M. & St. P. Ry. Co.*, see 1 Biennial Report, p. 185; *Grossman v. C., M. & St. P. Ry. Co.*, p. 313, requires the company to receive such express matter as it ordinarily receives on its line.

No. 822.

OSCAR HALL

vs.

M., ST. P. & S. S. M. RY. CO.

Complaint because of failure of above named company to furnish a car to load with emigrant moveables for Nifarex, Mont.

The matter was taken up with the general manager of the railway company, who, two days later, informed the Commission that the company had just furnished the car desired.

No. 823.

G. H. MUNROE

vs.

C. & N. W. RY. CO.

Complainant is a merchant, residing and doing business at Kellner, a station six miles east of Grand Rapids, and complained because no agent was maintained by the company at that point. The matter was at once taken up with W. A. Gardner, vice president of the railway company, and after a voluminous correspondence the Commission was advised that the station had "been put in first class condition and an arrangement made with a young man residing near there to act as agent, meeting trains, checking baggage and caring for freight and performing such duties as an ordinary railway agent at other stations performs, except that no telegraph office is maintained."

As no further complaint has been received, the arrangement is believed to be satisfactory to complainant and the patrons of the road at that point.

No. 824.

L. C. FENSEL

vs.

K. G. B. & W. R. R. CO.

The complainant is a merchant, residing and doing business at Kewaunee on the line of the above named railway, and complains that the passenger service given the public between that town and Casco Junction is insufficient for the needs of the public; that only a combined baggage and passenger car is run and that is arranged with no regard to the comfort of travelers.

A copy of complainant's letter was sent to the railway company, which replied that the travel was light and did not pay the actual cost of operating the car; that the car is new and affords ample and comfortable accommodations for the needs of the public using the same. A copy of the company's letter was sent to complainant, and he was asked for comments thereon but none were received.

No. 825.

JOHN O. LAIRD

vs.

C., M. & ST. P. RY. CO.

Complainant resides near Fall River, Wisconsin, and complains that the above named railway company has built a new bridge over its tracks in the town of Fountain Prairie, Columbia county, and that in constructing the approach to the bridge the grade of the highway has been raised so as to render access to certain land difficult.

Complainant was informed that the matter was one over which the Commission had no jurisdiction and that he must obtain his relief through the courts.

No. 826.

J. H. SCHLOSS

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a commercial traveler and complains that the above named railway company has no through checking arrangements with the G. B. & W. R. R. and alleged that the

excess baggage rates had been advanced. He was asked for more definite information and replied that before the reduction of passenger fares, under the order of this Commission in the passenger fare cases, the rate was $12\frac{1}{2}$ per cent of the fare and at the time of writing it was 15%. A compilation of the baggage rates charged showed that there had been no increase and complainant was so informed.

No. 827.

P. M. WOLF

vs.

C., M. & ST. P. RY. CO.

Complainant is a chair manufacturer at Plymouth and complains that the rate charged him on logs from Waldo to Plymouth is excessive, as compared with the rate from Elkhart Lake to Plymouth.

An examination of the tariffs showed that the rates charged from both places are based on a distance tariff. The distance from both places to Plymouth is under ten miles and the rate is the same. Complainant was asked to send expense bill, which he failed to do.

No. 828.

FRANK J. GRIMM

vs.

C., M. & ST. P. RY. CO.

Complainant is a coal dealer in Milwaukee and complained to this Commission of rate charged on a car of coke shipped from Connellsville, Pa. to Waukesha, Wis. The shipment involved was interstate and as such was outside of the jurisdiction of this Commission and complainant was so advised.

No. 829.

JOHN WINKLER

vs.

C., M. & ST. P. RY. CO.

The above entitled matter relates to the rates on cream from North Lake to Merton. The matter not being adjusted inform-

ally, a formal petition was filed on July 12, 1907, and will be included in the next Annual Report. A general investigation of the questions of milk and cream rates has been undertaken and still remains undisposed of.

No. 830.

J. B. LAUN

vs.

C. & N. W. RY. CO.

Complainant is a dealer in lumber and coal and resides at Kiel, Wisconsin, and complained to the Commission that the through rate on brick from Sheboygan is higher than the sum of the local rates from Sheboygan to Plymouth and from Plymouth to Kiel, and asked that the through rate be reduced. The railway companies were notified of the complaint but before they replied, complainant advised the Commission that he wished to withdraw his objections to the rates as they stand.

No. 831.

IN RE INTER LAKE PULP & PAPER CO.

Complainant is a manufacturer of paper at Appleton, and asked if the Laona & Northern Railway Company was a common carrier and as such was obliged to receive and carry freight.

Held, that the said railway company is a common carrier and as such must, for a reasonable compensation, accept and transport freight for any person tendering such freight.

No. 832.

OSHKOSH EXCELSIOR CO.

vs.

WIS. CENT. RY. CO.

The complainant, a manufacturer of excelsior at Oshkosh, advised this Commission that the above named railway company had issued a tariff naming a rate of $3\frac{1}{4}$ cents per cwt. on ex-

celsior bolts, from certain stations to Oshkosh, but that Arpin station was omitted from the list of originating stations, and that it should have been included; that they had shipped a number of cars of the commodity from Arpin and were charged a rate of $4\frac{1}{2}$ c; that they had asked the railway company to refund so as to place Arpin on the same footing as the other stations, but that the railway company had refused to do so without the approval of the Commission.

Held, that the legally published rate must govern and that the Commission could not suspend the operation of the law which created it, and under that law such refunds were prohibited.

Under the provisions of ch. 587, Laws of 1907, the Railroad Commission Law has been amended, the Commission being given the power, on complaint, to determine what a reasonable rate would be and then to authorize the railway company to refund to shippers the amount of the overcharge, if any be found.

No. 833.

F. E. STILLMACHER

vs.

NATIONAL EXPRESS CO.

See formal complaint No. 150, page 63.

No. 834.

VAN WIE & MOREHEAD

vs.

C. & N. W. RY. CO.

Complainants are hay merchants in Chicago and complained to this Commission of rates on hay from Two Rivers to Columbus, Ohio. They were advised that the rates were interstate over which this Commission has no jurisdiction, and that they should direct their correspondence to the interstate commerce commission.

No. 835.

IN RE W. & N. RY. CO.

Application to publish, effective at once, proportional freight tariff on all merchandise, classes and commodities between Shawano and Gresham. Application approved.

No. 836.

GEO. W. PRICE & CO.

vs.

C. & N. W. RY. CO.

The complainant is a manufacturer doing business at Crandon and complains that the rate charged on lumber shipped from Ladysmith to Crandon, via Soo Line and C. & N. W. Ry., is excessive as compared with rate charged when lumber is shipped via Soo Line and Wisconsin & Northern Ry. Further complaint was made that the lumber in question was directed to be routed via W. & N. but it was not so shipped.

Complainant was asked to file a formal complaint, which was not done and the matter was closed.

No. 837.

NICHOLAS STREVELER

vs.

MARATHON COUNTY RY. CO.

See formal complaint No. 164, page 69.

No. 838.

IN RE C., ST. P., M. & O. RY. CO.

Application for authority to publish, effective at once, tariff naming rate on thirty cars of old rails to move from Washburn to Casson on D. S. S. & A. Ry., rate to be \$1.00 per gross ton from Washburn to Bibbon.

Application approved.

No. 839.

MATHIAS GREISCH

vs.

WIS. CENT. RY. CO.

Complainant is chairman of the town of Thorpe, Clark county, and with eighteen other residents of that town complained to this Commission that the fences of the above named company between the villages of Thorpe and Stanley, and those for a stretch of six miles east of Thorpe, are in a state of disrepair, and asked this Commission to take steps to compel the railway company to put its fences in a proper state of repair, as provided in sec. 1810 of the Statutes of 1898.

The matter was taken up informally with the officers of the company and they at once advised the Commission that the fences would be repaired immediately.

No. 840.

C. A. INGRAM

vs.

C. B. & Q. RY. CO.

Complainant is a member of the Wisconsin assembly and resides in the city of Durand, and stated to the Commission that certain of his constituents residing at Fountain City had complained to him of the passenger service at that place, owing particularly to the fact that trains Nos. 47 and 48 did not stop at said station.

The matter was taken up with Mr. J. M. Gruber, general manager of the railway company, who advised the Commission that the trains in question were interstate trains, making fast time and having important connections to make at terminal points, and that the reasons which would require a stop at Fountain City would require a stop at other places on its line, and that the schedules could not be maintained if additional stops were made. A copy of this letter was sent to complainant.

No. 841.

MERRILLAN MILLING & PRODUCE CO.

vs.

G. B. & W. R. R. CO.

The complainant operates a flour mill at Merrilan and complained of the rate charged by the above named railway company on flour shipped from Merrilan to Milwaukee and Chicago, as compared with rates charged by C. & N. W. and C., St. P., M. & O.

Complainant was advised that the defendant railway company was not compelled, under the law, to meet rates made by competing lines, but that any one believing the rates to be excessive could make complaint to the Commission and an order would be made thereon, after investigation and hearing, based on the law and the facts.

No. 842.

CITIZENS OF RICHFIELD

vs.

C. & N. W. RY. CO.

The above entitled matter came before the Commission in the form of a petition signed by a large number of persons who reside on the line of the C. & N. W. Ry. between Marshfield and Arpin, who advised this Commission that for a distance of twelve miles between the above named places there existed no side track or other shipping facility that the needs of the inhabitants of the said territory demanded, and requested that a side track be built midway between the stations named.

The matter was taken up informally with the officials of the road in question, which resulted in a letter from Mr. R. H. Aish-ton, general manager of the road, stating that it had been arranged to construct a siding on which cars for loading and unloading could be placed. This satisfied the complaint of petitioners.

UPHAM & AGLER

WIS. CENT. RY. CO.

No. 844.

vs.

M., ST. P. & S. S. M. RY. CO.

Complainant is a packer of canned goods doing business at Waukesha, and complained to the Commission that it ordered six cars of hay to be shipped from Barron, on the Soo Line, to Waukesha; that three of the cars were forwarded by the Wisconsin Central and three by the C., M. & St. P. but that the Wisconsin Central has an effective rate of fifteen cents, while the rate charge by the C., M. & St. P. was nineteen cents. Complainant contended that a refund should be made of the amount charged on the three cars moving over the lines of the C., M. & St. P. Ry., equal to the difference between the nineteen cent rate charged on the three cars moving over the lines of the C., M. & St. P. Ry. and the fifteen cent rate charged on the three cars moving over the lines of the Wisconsin Central, and had the shipment moved over the road which had the lower rate.

It appearing from the above that the shipment moved on a legally published tariff, the correct weight was charged, and a refund would have been illegal.

Since this complaint was filed the law has been amended, the Commission being given jurisdiction to determine what is a reasonable rate, and authorize the railway company to refund the amount found to have been overcharged.

No. 845.

IN RE C., M. & ST. P. RY. CO.

Complaint was made of the condition of the track of the above named company at Wyocena, and the Commission at once sent its engineer to that place to make an investigation. He made a report to the effect that the track was in bad condition. A copy of this report was sent to the railway company and repairs were at once ordered which put the track in a satisfactory condition.

No. 846.

IN RE FILING OF TARIFFS.

Complaints were received from time to time that certain logging roads, organized as common carriers, were charging excessive rates. To determine this demands were made on certain of such companies for copies of rate sheets under which they did business. It developed that many of such roads were doing little or no business as common carriers, but such as were common carriers filed tariffs as requested.

No. 847.

DODGE CREAMERIES CO.

vs.

C. & N. W. RY. CO.

Complainant is a domestic corporation doing business as a wholesale dealer in butter, with headquarters at Lake Mills. It complained that the freight service between Edgar and Chicago was not satisfactory to the shippers from that point.

The matter was taken up with the traffic officials and the operating department of the railway company, and, after a voluminous correspondence, refrigerator car service was installed, which was satisfactory to complainant.

No. 848.

IN RE MINNEAPOLIS LUMBER CO.

Complainant is a manufacturer and dealer in lumber in Minneapolis and complained of an alleged overcharge on a car of lumber shipped from Tioga, Wis., on the Fairchild & N. E. Ry., to Indianapolis, Ind.

Complainant was advised that this Commission had little jurisdiction over the matter of claims, and none whatever over interstate matters.

No. 849.

IN RE C., ST. P., M. & O. RY. CO.

Application by the above named railway company for authority to publish, effective at once, a rate of two cents per mile from Hudson to Superior to meet competition of Superior Lines, established to comply with the recently enacted laws of Minnesota.

Application approved.

No. 850.

J. W. PARKER

vs.

C., M. & ST. P. RY. CO.

Complainant is a resident of De Forest, Wisconsin, and is the owner of a large tract of swamp land in Columbia county, on the line of the C., M. & St. P. Ry. near Lewiston station. He complained that he applied to J. M. Davis, A. G. F. A., for rates and received information which led him to believe that carload freight would be received at Lewiston, and relying on this information he caused to be hauled to that station about thirty-five carloads of poles; and asked the railway company to put in a temporary side track in order that the poles might be loaded, which it refused to do.

The matter was submitted to the railway company, and the complainant finally met its special representative at the office of the Commission, and the matter in dispute was adjusted to the satisfaction of both parties.

No. 851.

J. H. NOBLE

vs.

C., ST. P., M. & O. RY. CO.

See the decision of the Commission in the matter of the complaint of *J. H. Noble v. C., St. P., M. & O. Ry. Co.*

Formal Complaint No. 153, p. 65.

No. 852.

IN RE RATES CHARGED ON BAGGAGE.

The above entitled matter is an investigation made by this Commission relating to the rates charged on baggage by the railways doing business in the state, between points within the state.

This investigation has not been completed.

No. 853.

IN RE MINERAL POINT & NORTHERN RY. CO.

The above named railway company addressed a letter to this Commission, stating that it had in effect a commodity rate on ore, between Highland and Mineral Point, of one dollar per ton, which is ten cents per ton higher than the rate made by the Wisconsin distance tariff, and asked if it were permissible to charge a rate higher than the distance tariff in effect between other points on its line.

Held, that carriers have in the first instance the right to fix rates, and the rates so fixed are the lawful ones until changed as provided by law, but that in the construction of tariffs, it is generally conceded that a commodity tariff supersedes the distance tariff that would otherwise be applicable to the same commodity between the same points.

No. 854.

IN RE LA CROSSE & S. E. RY. CO.

Application for authority to publish, effective immediately, rate of seventy-five cents, Stoddard to Viroqua and return, for a party of twenty-five or more, tickets to be sold only on April 27, 1907 and to be good only on day of sale.

Application granted.

No. 855.

WAUTOMA FARMERS' UNION

vs.

C. & N. W. RY. CO.

Complainant is an association of farmers who asked for a lease from the above named railway company for a warehouse site at Wautoma. They complain that the railway company is willing to give them such a site but wishes to restrain the use of the warehouse to the housing of potatoes, while complainant wishes to use it as a storehouse for all the products of farm and orchard. A blank for a formal complaint was sent complainant, but nothing further was heard in regard to the matter.

No. 856.

IN RE ELECTRIC PLANTS, WATERWORKS, ETC.

The above was an investigation undertaken to secure information regarding public utilities, in anticipation of the duties to be imposed on the Commission by the passage of the Public Utilities Law.

No. 857.

RUDY WILD

vs.

I. C. R. R. CO.

Complainant is a farmer residing near Belleville, and complained that the above named railroad company charged him an

excessive rate on two calves shipped from Clarne to Belleville.

An examination of the tariffs on file in this office indicated that the legal rate was charged.

No. 858.

IN RE CHIPPEWA LUMBER AND BOOM CO.

Complainant is a large lumber corporation, with principal place of business at Chippewa Falls, Wisconsin, and advised this Commission that certain logs stored at Chippewa Falls had been carried down the river and that the C., St. P., M. & O. Ry. Co. had stated they could not return them at prices formerly paid for a like service, without the authority of this Commission.

Complainant was advised that the railway companies make all rates in the first instance, subject to review by this Commission that if the circumstances warranted such action, the Commission had the power to make an order permitting such rates to become effective immediately.

No. 859.

C. A. INGRAM

vs.

C. B. & Q. RY. CO.

Complainant is a member of the Wisconsin legislature, representing Pepin and Buffalo counties in the assembly. He complained that the above named railway company had failed to put into effect a rate in conjunction with the C., M. & St. P. and C. & N. W. Rys., from points on its line to Milwaukee. The matter was taken up with the general freight agent of the railway company, who advised the Commission that the rates at present in effect to Milwaukee were as low as the nature of the service warranted, and declined to make the reduction. This was submitted to complainant.

No. 860.

W. R. OWEN

vs.

C., M. & ST. P. RY. CO.

The complainant, who is a shipper of livestock, residing at Randolph, through his attorney, Royal F. Clark, complained that on April 8, 1907, he signed the ordinary shippers' contract for two cars of stock to Milwaukee; that he does not have sufficient time to load his stock, and go on the freight, but is compelled to take the regular afternoon passenger train, which custom he has been following for some thirty years, paying his fare to Milwaukee and receiving transportation back to Randolph. On this particular date he was refused return transportation for the reason that his contract was not signed or punched by the freight conductor, indicating that he had accompanied the shipment. The complainant had not received notice of change of the former rules.

Held, that rule 128 of W. T. L. Rule Circular No. 6, governs in this case. This rule reads as follows. "Live stock shipments without attendants.—When livestock is shipped to market without an attendant contract shall be stamped 'No attendant in charge' this contract is not good for return transportation."

No. 861.

WILLIAM HERMAN

vs.

M., ST. P. & S. S. M. RY. CO.

The complainant, under date of April 25, 1907, complained that two months previously he had ordered a car from the above mentioned railroad for shipment from Osseo to a point on the Soo Line in Canada; that he had not received such car or any satisfaction as to the time when it would be furnished. The matter was immediately taken up with the officials of the Soo and the C., St. P., M. & O. Ry. and a car was furnished on May 3, 1907.

No. 862.

JONES & SON

vs.

HILLSBORO & NORTHEASTERN RY. CO.

The complainants are breeders and dealers in fine stock at Rockland. They complained of delay in the shipment of a calf from Hillsboro to Rockland, causing damage to the amount of \$50. The matter was taken up with the manager of the above mentioned road, who disclaimed all liability on the part of the company. The answer of the general manager was forwarded to complainants.

No. 863.

F. C. BISSELL

vs.

C. & N. W. RY. CO.

The complainant, a dealer in lumber at Fond du Lac, complained to the Commission that the rate on cedar products from Washington coast points to Cleveland, Wis., is 63 cents per 100 lbs., while the rate to Manitowoc and Sheboygan is 60 cents, Cleveland being midway between Manitowoc and Sheboygan. The railroad answered to the effect that these rates are made up on a combination of local rates based on Minnesota transfer; that the Minnesota transfer rate to Manitowoc and Sheboygan is a water competition rate and applied as a terminal rate only and does not apply as a maximum at intermediate or interior points. A copy of such reply was forwarded complainant and his attention called to the fact that the question involved is one of interstate commerce over which the Commission has no jurisdiction.

No. 864.

R. K. ANDERSON, et al.

vs.

C., ST. P., M. & O. RY. CO.

The complainant joined with thirty-five other residents of the vicinity of Wildwood station in a petition to the Commission asking that the above mentioned road construct some kind of building at Wildwood side track for the accommodation of pas-

sengers. The railroad submitted a statement showing that the total revenue received from passengers to and from Wildwood, for the previous six months, was \$31.36. The railroad, however, agreed to construct a suitable platform and shelter, which was satisfactory to the complainants.

No. 865.

*IN RE COMPLAINT RELATING TO FREE STORAGE
GIVEN SHIPPERS BY VARIOUS DOCK COMPANIES
IN THE CITY OF MILWAUKEE.*

Held, that as the docks are owned or controlled by interstate lines and lake lines terminating in Milwaukee, the matter is not within the jurisdiction of the Wisconsin Railroad Commission and should properly be presented to the interstate commerce commission.

No. 866.

vs.

C. & N. W. RY. CO.

The complainant operates a general store at Sheboygan, and complained to the Commission that the rates charged on shipments from the Atlantic coast to Sheboygan differed on different consignments. An examination of the tariffs on file shows that the rates on hats and shirts from Dundee and New Berry, N. J., to Sheboygan is the sum of the two locals, 75 cents per 100 lbs. to Chicago and 30 cents Chicago to Sheboygan, the different rates charged probably being caused by error or misunderstanding on the part of the railroad rate clerk.

No. 867.

*IN RE COMPLAINT ON DEMURRAGE BY THE WIS-
CONSIN PIPE & FUEL CO.*

The complainant is a coal dealer at Eau Claire and complains that the demurrage charged by the railroads was unreasonable

and that a reciprocal demurrage should be in force in the state. At that time a bill was before the legislature affecting the matters complained of, a copy of which was forwarded to complainant. The question of demurrage had not been formally considered by the Commission and no opinion could therefore be submitted.

No. 868.

IN RE EASTERN WISCONSIN RAILWAY & LIGHT CO.,
AND WINNEBAGO TRACTION CO.

The Eastern Wisconsin Railway & Light Co., of Fond du Lac, asked the opinion of the Commission as to whether street and interurban railways could carry free ball players in uniform. The Winnebago Traction Co. of Oshkosh, asked the same question; also for an opinion as to newspaper employes, firemen and policemen.

The holding of the Commission will be found in No. 888.

No. 869.

SOUVENIR NOVELTY CO.

vs.

AMERICAN EXPRESS CO.

See formal complaint No. 152.

No. 870.

VAUGHN MANUFACTURING CO.

vs.

C. & N. W. RY. CO.

I. C. R. R. CO.

Complainant is engaged in manufacturing farm machinery, buggies, etc., at Jefferson. On April 19, 1907, they made formal application to the agent of the C. & N. W. Ry. at Jefferson for a furniture car to ship buggies to Waterloo, Iowa. They were advised that the C. & N. W. Ry. would not let a car go

off its lines and that the I. C. R. R. Co., refused to furnish a car for the shipment. The complaint to the Commission was dated April 29, 1907. After some correspondence with the officials of both of the above mentioned roads on May 8, 1907, a car was furnished to fill the order.

No. 871.

IN RE WISCONSIN & NORTHERN RAILROAD CO.

Application to put in immediate effect G. F. D. No. 10, tariff on slab wood, Gresham to Shawano. Granted.

No. 872.

M. J. BELL

vs.

N. P. RY. CO.

The complainant operates a saw mill at Bellwood, Wisconsin. He complained to the Commission that for a number of years he had been shipping logs from different points on the Northern Pacific Railway to his mill on a logging rate; that he recently purchased some logs at Wilkinson's spur, about twenty-five miles east of Bellwood, and after five cars had been shipped and five or six were loaded, learned that the Northern Pacific had cancelled the log rate under which he had previously shipped and that the rate in force was the western classification rate, which provides lumber rates on logs. The railroad agreed to quote a rate of two cents per hundred, one-half the lumber rate and requested that the Commission authorize such rate to apply on the shipments already gone forward and the shipments ready for moving. A letter and request to the same effect was received from the ass't general freight agent of the Northern Pacific Railway.

Held, that the rate collected was the legal rate and no refund could be made on the logs already shipped; in regard to the logs ready for shipment a tariff could be put in effect at once, the Commission having authority to waive the regular ten days' notice.

No. 873.

IN RE BATTIS BROTHERS.

The complainants operate a foundry and boiler shop at Oshkosh and complained of discrimination in rates on steel as between Pittsburgh, Pa., and Oshkosh and Pittsburgh and Appleton and De Pere; that the rate to Oshkosh is 28½ cents per 100 lbs., while the rate to Appleton and De Pere is 21 cents per 100 lbs.

Held, that the question involved is a matter of interstate commerce and beyond the jurisdiction of the Commission.

No. 874.

IN RE KAUKAUNA FIBRE CO.

The Kaukauna Fibre Co. is engaged in the manufacture of sulphite fibre at Kaukauna. The company has been shipping some hemlock slabs to Kaukauna, part of which is sold for fuel and used by the company for fuel, and part used in making pulp. The railroad company threatened to charge pulp wood rates on these shipments.

Held, that the railroad company in the first instance has the right to fix such rates as it may deem proper. If the shipper deems such rates excessive he may complain to the Railroad Commission and if after investigation and hearing such rates are found excessive, a reasonable rate may be ordered. It would be manifestly improper for the Commission to express an opinion in the matter before an investigation and hearing.

No. 875.

HENRY THOMAS

VS.

C., M. & ST. P. RY. CO.

The complainant, a resident of Richfield, ordered a box of pine trees and shrubbery shipped from Batavia, N. Y., to Templeton. The consignment was carried to Sussex and lay at the depot for three weeks before the complainant was notified, there-

by causing damage to the consignment to the amount of \$53.00. This is a claim over which the Commission has no jurisdiction and also involves interstate commerce. In an effort to facilitate a settlement considerable correspondence was had with the special representative of the railroad. The position of the railroad was that all consignments addressed to Templeton are delivered at Sussex unless specially otherwise ordered; that the agent of the company used extraordinary diligence in attempting to notify the complainant, and that the delay in delivery was caused by the negligence of the complainant. A copy of the correspondence was forwarded to the complainant; the Commission exhausted its offices in the matter.

No. 876.

IN RE MADISON & INTERURBAN TRACTION CO.

The complainant, a resident of the town of Madison, complained that the above named company, in constructing its extension in the town of Madison, had left the highway in a condition dangerous to ordinary travel; that such highway is very extensively used; that some six or eight months have elapsed since such extension was made and no steps have been taken to restore the highway.

Held, that matters of this nature are not within the jurisdiction of the Commission; that paragraph 5, sec. 1828, and sec. 1836 of the Statutes of 1898, govern and that the recourse of the complainant is in the courts.

The Commission called the attention of the company to the complaint and answer was received to the effect that it was the intention of the company to fully comply with the law, that it had agreed with the town of Madison to macadamize the highway twelve feet on either side from the center of its tracks, that the work was being planned and conducted in harmony and with the approval of the town board of the town of Madison. A copy of the reply of the company was forwarded to the complainant.

No. 877.

IN RE WESTERN FREIGHT ADJUSTMENT CO.

Complaint against the provisions of items 18 to 27, inclusive, of western classification No. 421, page 64, as to change from 1st class to 4th class made between shipments of less than 100 lbs. and shipments of more than 100 lbs.

The question was raised by the complainant as to whether, under the decision of the supreme court in the case of *Texas & Pacific Ry. Co. v. Abilene Cotton Oil Co.*, 204 U. S. 426, it is necessary for the interstate commerce commission to primarily pass upon a ruling in the classification.

Held, that the Wisconsin Commission has jurisdiction only over shipments between points within the state and the interstate commerce commission has jurisdiction only over shipments that pass beyond the boundary lines of a single state.

No. 878.

J. V. WELSFORD

vs.

C. & N. W. RY. CO.

The complainant, a resident of Cuba City, complained that the crossing of the above mentioned railroad in the main street of Cuba City was dangerous and that same should be properly safeguarded. The matter was taken up with the railroad company, which answered to the effect that the traffic at this point was very light, that it was not necessary to further safeguard the crossing. A copy of the correspondence was forwarded to complainant who requested that a complaint blank be forwarded, which was done.

No. 879.

P. A. WOPAT

vs.

C. & N. W. RY. CO.

Complainant is a stock buyer and shipper at Dilly, an interior point near Union Center, on the line of the above railway. He complained that a different minimum weight requirement is

made for Hillsboro and Union Center on shipments of calves than is made on shipments from points on the said railway in southern Wisconsin.

The matter was investigated and it was found that complainant was misinformed and that the rule he complained of provides specifically that it applies on all shipments of live stock shipped locally within the state. He was asked to furnish the Commission with information showing that the rule was not being observed, but he did not reply.

No. 880.

IN RE WISCONSIN & NORTHERN RAILROAD CO.

Application to put in immediate effect G. P. D. No. 2, local and foreign baggage tariff. Granted.

No. 881.

IN RE RECIPROCAL DEMURRAGE.

At the request of certain members of the legislature this Commission made certain inquiries and collected data relating to the above entitled matter. It was used by the joint transportation committee and then returned to the files of this Commission, where it is available for future investigation.

No. 882.

I. W. BRINK

vs.

C., B. & Q. RY. CO.

Complaint for failure to furnish shipping facilities at Charme. Later a complaint was filed and the case considered formally by the Commission. The decision will be found in volume two of the Decisions of the Commission.

No. 883.

EDW. GUILDNER

vs.

C., M. & ST. P. RY. CO.

Complaint in reference to side track at Lewiston. See formal opinion of Commission. First Biennial Report, page 185.

No. 884.

EDWARD W. GUILDNER

vs.

C., M. & ST. P. RY. CO.

Complainant is a farmer residing on the line of the C., M. & St. P. Ry. at Lewiston, a flag station on the line of the respondent railway between Portage and Kilbourn, and complained that the said company refused to receive any express matter at Lewiston but cream and does not sell tickets from other stations to Lewiston.

Complainant was advised that the order of the Commission in the matter of his complaint against the above mentioned road, (See 1st Biennial Report, this Commission, p. 185) orders that trains No. 2 and 5 of said company shall stop daily, except Sunday, at Lewiston "for the transaction of such business as is customarily done in connection with such trains, including the transportation of milk and cream and the return of empties."

The matter of tickets was taken up with the passenger department of the railway and they advised the Commission that tariffs showing rates to Lewiston will be issued at once. Complainant was so advised.

No. 885.

IN RE WILLIAM GRAY.

Inquiry whether or not a village treasurer, who is also agent of a railway company, could use free transportation.

Held, that such use would be contrary to law.

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No. 886.

IN RE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RY. CO.

Application to refund on shipment of cement from Superior to Prentice via Cameron Junction. The published tariff via Cameron Junction being 20 cents, that via Wisconsin Central Ry. Co. being 22 cents. Permission was asked to refund the difference.

Held, that as the rate collected was the published legal rate no refund could be paid under the law; that the law applies to the Commission as well as the company and no power has been granted the Commission to suspend its provisions.

No. 887.

LANGDON & BOYD PACKING CO.

vs.

G. B. & W. RY. CO.

Complainant is engaged in the packing business at La Crosse and complained to the Commission that the freight train of the above mentioned road, leaving La Crosse in the morning, did not arrive at Marshland in time to connect with the freight train from Marshland east. That shipments made in the morning to points east of Marshland did not arrive until the following day. The railroad company answered the inquiry of the Commission in considerable detail, stating the reasons for its present train schedule in substance as follows:

The line from La Crosse to Marshland is leased from the C. & N. W.; the terminals at La Crosse are from a mile to a mile and a half from the business center, on account of the extra cartage caused thereby the road has been unable to compete with the other systems in obtaining freight. Extra effort had been made to obtain a reasonable amount of business but without success. This division is being operated at a loss and the addition of a second train which would be necessary in order to meet the request of the complainant would mean further loss.

It is necessary to maintain the present schedule in order to retain what little revenue is derived from this division. A copy of the correspondence was submitted to the complainant.

No. 888.

IN RE MADISON & INTERURBAN TRACTION CO. AND
CHIPPEWA VALLEY ELECTRIC RAILROAD CO.

The Madison & Interurban Traction Co. submitted the following questions to the Commission:

"(1) Are we required to report to you every accident to which we may be parties?

(2) Is it lawful for us to grant reduced rates to mail carriers of the United States Government?

(3) Is it lawful for us to grant free transportation to policemen and firemen?

(4) Is it lawful for us to grant free transportation or reduced rates to any individual not specifically exempt in section 8?

(5) Is it lawful to carry free, members of the university athletic teams to and from their athletic field, or professional athletic teams?

The Chippewa Valley Electric Railway Co., of Eau Claire, submitted practically the second question.

Held, (1) that the company operates its lines within and without the city of Madison and is governed by the holding of the Commission in the formal matter of *In re Application of Chapter 362, Laws of 1905*, to the effect that roads operating urban and interurban lines must report to the Commission accidents in their entire system.

(2) That under the amendment to ch. 362, Laws of 1905, passed at the special session of the legislature of 1905, companies are allowed to sell at reduced rates "such tickets as were usually and customarily sold at reduced rates prior to June 15, 1905, provided the same are sold without discrimination to all persons applying therefor under like circumstances and conditions." If the company, prior to June 15, 1905, usually and customarily sold reduced rate tickets to mail carriers,

it may continue to do so, providing it so sells to all mail carriers applying therefor without discrimination.

(3, 4, & 5) That the granting of free transportation to policemen, firemen, athletes, professional athletic teams and all other persons not specifically exempted in sec. 8 of ch. 362, Laws of 1905, is in violation of law.

No. 889.

IN RE S. O. ROBB.

Inquiry whether or not the holding of the Commission in case No. 201, published in the First Biennial Report, would apply in case the stream were a mill-race which the railroad permitted to be constructed on its right of way.

Held, that assuming that the mill-race was constructed after the highway was built, under the provision of sec. 1836, Statutes of 1898, the railroad company must maintain the crossing in such condition that its usefulness shall not be materially impaired, and it would necessarily follow that they would be compelled to build a bridge over the mill-race in question.

No. 890.

IN RE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY. CO.

The railway filed a tariff of twenty-five cents per car on logs from Appollonia to Bruce and Thornapple. In explaining this low rate the company stated that the distances are one and two miles; that it is simply a trackage charge covering logs originating on the Chippewa River & Northern Railway; that movements are handled by shippers' engine and crew and product reshipped via M., S. P. & S. S. M. Ry.

No. 891.

IN RE THE ALBERT DICKINSON CO.

Inquiring whether or not "the law governing railroads in Wisconsin stipulates that when a shipper of carloads of mer-

chandise, in packages, desires a clear bill of lading for the shipment, he can compel the railroad agent at the point of shipment to oversee the loading of the car, count the contents and give a clear bill of lading, as to the number of packages that were loaded into the car."

Held, that the matter had not been considered by the Commission and that a ruling could not be made except after hearing which would follow the filing of a formal complaint.

No. 892.

*IN RE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RY. CO.*

The mill of Paulson & Paulson at Luck was burned, the machinery left was shipped over the above mentioned road, described and way-billed as machinery, when in fact, it should have been way-billed as junk or scrap iron. Permission was asked the railroad to be allowed to correct the billing and allow the shippers the lower rate. No objection was seen by the Commission provided that in the future all persons similarly situated receive the same treatment.

No. 893.

VICTORY MERCANTILE CO.

vs.

C., ST. P., M. & O. RY. CO.

The complainant, dealer in hay and grain at Augusta, complained of shortage in cars for hay shipments to Nashville, Tenn. The railway company answered to the effect that on account of the unusual amount of traffic it was impossible to fill all orders promptly; that for the southern shipments it was necessary to obtain certain cars and that the complainant was being furnished a very fair share of the equipment available. A copy of the correspondence was submitted to the complainant.

No. 894.

P. B. & E. G. BARLOW

vs.

C., M. & ST. P. RY. CO.

Complainants, residents of Darlington and dealers in eggs, complained of the change in classification of eggs from 3rd to 2nd class, thereby increasing the rate from Darlington to Chicago. The change in the classification was to the effect that eggs not packed in cases falling within the rule provided for third class, take second class. The matter was taken up informally with the railroad which justified the classification on the grounds that eggs not properly packed for safe handling should take second class to cover the additional risk of loss in transportation. Later a formal complaint was filed alleging exorbitant rates between Darlington and Chicago and discriminating rates as compared with the rates between Chicago and New York. The matter in dispute relating to interstate commerce, the complaint was filed with the interstate commerce commission and is now before that body.

Complainants further complained that when change in classification was made, notice was not given as required by law; also complained of delay in shipment of cheese boxes from Stanley to Darlington entailing a loss to the complainants. It was pointed out to the complainants that the Interstate Commerce Commission Law provides that no changes in rates shall be made without posting notices of changes in the depots or shipping offices of the company at least thirty days before the same shall take effect; that in case the changes were not posted as required by law, and the complainants wish to recover, the recourse would be to the courts.

In regard to the damages by reason of delay in the shipment of cheese boxes, the recourse would be to the courts; it was also suggested that a complaint be filed with the Commission. Such complaint was not filed and the matter was closed.

No. 895.

W. P. MASSUERE

vs.

G. B. & W. RY. CO.

The complainant, a resident of Arcadia, complained that the rates on grain from Arcadia were excessive and discriminating as compared with the rates from the competitive points of Galesville, Fountain City and Mondovi on competing lines. On the matter being taken up with the company a rate was put in force placing the rate from Arcadia on the same basis as the rate from the competing points above mentioned.

No. 896.

IN RE WISCONSIN & NORTHERN RAILROAD COMPANY.

Application to put in effect, in less than statutory time, tariff between Shawano and Gresham. Granted.

No. 897.

JOHN BECK

vs.

MATTOON RAILWAY CO.

Complainant, a farmer residing on the line of the above mentioned railroad, complained that the road did not comply with the statutes relating to the maintaining of cattle guards. On the matter being brought to the attention of the company, the cattle guards were installed to the satisfaction of the complainant.

No. 898.

IN RE THE MATTOON RAILWAY COMPANY.

A number of questions were submitted by a resident of Mattoon, relating to the Mattoon Railway Co.

1. Who are the owners of the railroad?
2. Is it incorporated?

3. Has the railway the legal right to divert cars sent to Mattoon for other concerns doing business there, especially if the cars are billed to certain parties?

4. Is the acceptor of a rebate held under the law?

5. Can a railroad discontinue to operate at any time it may see fit, or must it necessarily continue to operate so long as there are patrons demanding service?

6. In case the Chicago & Northwestern Railway owns the Mattoon Railway, can it be compelled to operate it for the interests of those adjacent, if it can be shown that under the present management it is a hindrance to the development of the territory and the cause of considerable financial loss, privation and in some cases destitution?

7. Is the company obliged to put in sidings and place additional tracks if it can be shown that such an undertaking is necessary to move certain commodities, such as forest products, which may be gotten out along its line?

Reply was made by the Commission to the above questions to the following effect:

(1) The Commission has no means of ascertaining and furnishing the names of the stockholders of a railroad company. A list of the officers and directors was furnished.

(2) The Mattoon Railway Company is incorporated under the laws of Wisconsin.

(3) An answer to the question could not be given without a more complete statement of the facts.

(4) Any person accepting a rebate is liable under the law, as well as the party giving such rebate.

(5) Without in any sense committing the Commission, it was stated that it is the understanding of the Commission, that a railroad that is necessary for public use, cannot, generally speaking, be discontinued.

(6) This question cannot be answered on the data before the Commission.

(7) Under the law a railway company is obliged to furnish reasonably adequate service and facilities.

A letter was addressed to the general attorney of the Chicago & North Western Railway inquiring as to the relation between the Mattoon Railway Co. and the Chicago & North Western Railway Co. An answer was received to the effect that no joint

rates exist between the two roads except on coal from Manitowoc and Sheboygan, consigned to and for the use of the Mattoon Railway, the North Western receiving 80 per cent. of such rate. From Aniwa to Mattoon, from Mattoon to Chase's Mill, the right of way and railroad is owned by the Chicago & North Western and under lease to the Mattoon Railway Co. The Chicago & North Western is the owner of the track material used in the construction of tracks beyond Wigales Mill, which track material is under lease to the Mattoon Railway Co. The agreement expired March 19, 1907, and the question of a renewal is under consideration. A copy of the letter of the general counsel was forwarded to the complainant.

No. 899.

IN RE J. J. PINNEY.

Mr. Pinney is the publisher of the Door County Democrat and a resident of Sturgeon Bay, and inquired as to procedure in order to obtain a special train between Green Bay and Sturgeon Bay.

Held, that if no covering tariffs were in force, a tariff could issue, and on permission of Commission could be made immediately effective.

No. 900.

WALTER MOODY

vs.

C. M. & ST. P. RY. CO.

Complainant is connected with the H. W. Johns-Manville Co. of Milwaukee and presented a claim for overcharge on a shipment of lime stone from Knowles to Milwaukee, amounting to about \$700. Complainant was requested to furnish data as to time of shipments and tariffs under which movement was made. No reply to this letter was received and the matter was closed.

No. 901.

LESLIE BURD et al.,

vs.

I. C. R. R. CO.

A petition was presented to the Commission signed by the above mentioned complainant and about 75 other residents of Belleville, protesting against certain improvements being made by the above mentioned railroad to their depot facilities at Belleville, on the grounds that same did not meet the demands of the situation. The Commission had previously had this matter up informally with the railroad and as the results seemed to be unsatisfactory to the residents of Belleville it was suggested that a formal complaint be filed.

No. 902.

IN RE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RY. CO.

Application to put into effect at once rate on logs from Hughey to Eau Claire. Granted.

No. 903.

J. O. THOMAS

vs.

C. & N. W. RY. CO.

Application for side track and depot at Sheriff's Crossing. See formal complaint No. 165, page 70.

No. 904.

R. J. HAWKINS

vs.

C., ST. P., M. & O. RY. CO.

Complainant is a dealer in junk, old rubbers, etc., and complained of the loss in transit of a quantity of old rubbers from Rice Lake to Chicago and from Shell Lake to Chicago. On bringing the matter to the attention of the company it was learned that the claim on shipment from Rice Lake had been allowed and

draft forwarded to complainant; the letter was returned as uncalled for and on receipt of correct address from Commission was re-mailed. The company refused to allow claim on shipment from Shell Lake as the shipment arrived in good condition and the smallness of the claim indicated a mistake in weight. Copy of correspondence was forwarded to complainant.

No. 905.

IN RE W. H. ZWICKEY.

The complainant, a practicing physician, residing at Minong, asked the Commission if an individual could compel a railway company to carry him to or from a point where no regular stops are made, if such point is provided with depot, platform, etc., also whether a physician has any special rights in this regard.

Held, (1) that an individual has no such right; (2) that physicians have no special privileges in this regard.

No. 906.

E. B. LUCK

vs.

C. B. & Q. RY. CO.

C., M. & ST. P. RY. CO.

Complainant, a traveling salesman residing at Eau Claire, complained of the passenger train connection at Trevino Junction. The Commission requested that more specific data be furnished. No answer was received and the matter was closed.

No. 907.

B. BERGSTROM

vs.

M., ST. P. & S. S. M. RY. CO.

Complainant, residing at Glen Flora, complained that four months prior to addressing the Commission he ordered a car from the above mentioned road for a shipment of pulp wood from Glen Flora to Rhinelander; that such car had not been received. Answer was made by the railroad to the effect that no

unfilled order was in the hands of the superintendent of car service; that the matter would be further traced through the local agent. A copy of the letter was forwarded to complainant.

No. 908.

IN RE C., ST. P., M. & O. RY. CO.

Application to put in effect at once tariff between Eau Claire, Chippewa Falls and Hughey. Granted.

No. 909.

THE KURTH CO.

vs.

C., M. & ST. P. RY. CO.

The complainant operates a malt house and brewery at Columbus. It requested the assistance of the Commission in obtaining a side track to its plant. Its plant is situated about one mile from the above mentioned railroad and so does not come within the provision of sec. 1802, Statutes of 1898, as amended by ch. 386, Laws of 1905. This section provides for the building of side tracks to plants within one-half mile of a railroad.

Held, that the Commission was therefore not in position to render any assistance in the matter.

No. 910.

CHAS. PISCHEL

vs.

C., ST. P., M. & O. RY. CO.

The complainant, a farmer residing along the line of the above mentioned railroad near Lampson, Washburn county, asked the Commission to intercede with the above mentioned railroad and procure for him a driveway under its track for his stock.

Held, that the Commission has no jurisdiction over matters of this kind.

No. 911.

IN RE CHICAGO & NORTH WESTERN RY. CO.

Complaint was made to the Commission that the above mentioned road operates its line between Woodruff and Ironwood, a distance of 49.6 miles, without a night operator; that the road could not be so operated with safety. The contention of the railroad was to the effect that the traffic conditions and territory did not warrant the putting in of a night operator between Woodruff and Ironwood. The engineer of the Commission, after a thorough investigation, ascertained that this distance was not unusual on roads in the northern part of Wisconsin and the upper peninsula of Michigan, these regions being sparsely settled.

No. 912.

BALDWIN ELECTRIC LIGHT & FUEL CO.

vs.

C., ST. P., M. & O. RY. CO.

Complaining of coal rates from Lake Superior points to Baldwin. See formal complaint No. 153, p. 65.

No. 913.

FRANK WALLIN

vs.

C., M. & ST. P. RY. CO.

Complaint relates to rates on crushed stone between Lannon and Milwaukee. A formal complaint was later filed and is before the Commission.

No. 914.

IN RE GREEN BAY & WESTERN R. R. CO.

Notification advising the Commission that the above mentioned road would put on sale 500 mile family mileage books at \$10.00.

No. 915.

MELCHER LUMBER CO.

vs.

C. & N. W. RY. CO.

The complainant operates lumber and fuel yards at Wautoma, Wild Rose and Almond, and complained that the rates on coal from Milwaukee to said points were unreasonable and discriminatory. The railroad offered to make some adjustment in the rates which were not acceptable to the complainant. Inasmuch as no adjustment could be made it was suggested that the matter be brought before the Commission by way of formal complaint, such complaint was not filed and the matter was closed.

No. 916.

IN RE WISCONSIN CENTRAL RY. CO.

Application to put into effect at once tariff from Schroeder Lumber Company docks at Ashland, to Uniform Stave & Package Company at Ashland. Granted.

No. 917.

E. K. EVENSON

vs.

W. C. RY. CO.

The complainant, a resident of Stetsonville, purchased two tickets at Junction City for Stetsonville, to be used on train No. 103. The conductor collected the tickets but refused to stop the train. The matter of the stopping of this train at Stetsonville had been previously considered by the Commission and it determined that the conditions did not warrant the train being stopped for passengers from Junction City. The general superintendent of the railroad stated that the ticket agent was in error to sell such ticket for this train and that in view of the circumstances the conductor should have made the stop, and he had been severely censured for not so doing. A copy of the correspondence with the general superintendent was forwarded to the complainant.

No. 918.

IN RE UNITED STATES EXPRESS CO.

Notice of various changes in tariffs.

No. 919.

IN RE AMERICAN EXPRESS CO.

Notice to the effect that on May 13, 1907, it would put in effect a tariff of 75 cents per 100 lbs. between Superior and Bayfield.

No. 920.

S. N. WHITTERBY

vs.

C., M. & ST. P. RY. CO.

The complainant, a resident of Cranmoor, complained that under the three cent passenger rate the fare from Cranmoor to Grand Rapids is thirty-eight cents, while under the 2½ cent fare the rate is forty-two cents, the difference in fare being caused by fare being charged for carrying passengers over the spur to Nekoosa and back, Nekoosa being situated on a spur two miles from the main line, all passenger trains being run in on this spur. No charge for this mileage was made under the three cent fare. On the matter being taken up with the railway company, a tariff was put in effect under which no mileage would be charged through passengers going over this spur. See informal complaint of Henry Pritchard No. 755.

No. 921.

CHAS. CHRISTIANSON, et al

vs.

W. C. RY. CO.

The complainants, owners of lands near what is known as Norwegian Hill, in Winnebago county, alleged that by reason

of ditching done by the above mentioned railroad in 1901, in attempting to improve its grade at Norwegian Hill, the natural flow of the surface water was diverted and springs uncovered, causing damage to the complainants amounting to several thousand dollars.

The railroad contended that no legal liability existed for damages but that they would be glad to do anything within reason to relieve the situation. A careful examination was made by the engineer of the Commission, who reported that changes could be made to divert the water to its natural flow, but that the details of the work would require careful consideration. It was arranged that the engineer of the railroad and the engineer of the Commission confer as to the improvement to be made. The case is still pending.

No. 922.

M. J. HANSEN

vs.

C. M. & ST. P. RY. CO.

Complainant, a resident and trustee of the village of Fall River, petitioned that the Commission order train No. 5 of the above railroad to stop at Fall River. Answer was made that the Commission had previously conferred with the railroad regarding the stopping of the train and that the company objected to putting in any more stops. In view of this it was suggested that the only course to pursue would be to file a formal complaint.

No. 923.

NORTHERN HARDWOOD LUMBER CO.

vs.

N. P. RY. CO.

Complaint for sidetrack facilities at Maple. Formal complaint was subsequently filed, hearing held and decision will be found in vol. 2, Decisions of the Commission.

No. 924.

IN RE L. L. OLDS SEED CO.

The complainant, dealers in seeds at Clinton, complained that they were charged a through rate of 49 cents on a car of corn from Whitewater, Kan., to Clinton, Wis., going over two railroads, while the joint local rate over the same lines amounted to but $21\frac{3}{4}$ cents. The matter involving interstate rates is not within the jurisdiction of the Commission. Attention was called to an order of the interstate commerce commission to the effect that in case the through rate exceeds the sum of the joint local rates, the carrier may reduce the through rate to the joint local rates on twenty-four hours notice.

No. 925.

DATA RELATING TO THE VALUATION OF THE PUBLIC UTILITIES OF THE STATE BY THE COMMISSION.

No. 926.

J. G. MOORE

vs.

M., ST. P. & S. S. M. RY. CO.

The complainant entered complaint in behalf of the Volga Co-operative Creamery Ass'n, manufacturers of butter near Amery, alleging that the agent of the above named company at Amery discriminated between butter shipments to New York city and to Aurora, Ill., billing the shipments to New York city at actual weight and to Aurora at 75 pounds, when in fact the shipment weighed less. The railroad company denied that shipments were made in this manner and that all shipments were billed at actual weight. A copy of the correspondence was submitted to complainant.

No. 927.

J. E. SAGER

vs.

C., M. & ST. P. RY. CO.

Complaining of inadequate passenger train service at Coleman. A complaint was filed and the matter formally heard and a decision handed down on July 6, 1907. This decision will be included in the next annual report.

No. 928.

CALUMET LEAD & ZINC CO.

vs.

C. & N. W. RY. CO.

The complainant, operating a mine at Cuba City, complained of the rate on coal from Milwaukee to Cuba City being discriminatory as compared with the rate between Milwaukee and Minneapolis. The matter was taken up informally with the railroad who answered to the effect that the rate between Milwaukee and Minneapolis had no bearing on the rates between Milwaukee and Cuba City, the rate between Milwaukee and Minneapolis being governed by water competition through Duluth, while the rate between Milwaukee and Cuba City is based on fair remuneration for service rendered. A copy of the correspondence was transmitted to complainant.

No. 929.

FRANK E. HESS

vs.

C., M. & ST. P. RY. CO.

Complainant, a resident of North Prairie, complained against an order of the above named company discontinuing the stopping of passenger train No. 8 at North Prairie. See formal complaint No. 159, page 67.

No. 930.

L. J. BOUCHER

vs.

C. & N. W. RY. CO.

The complainant, a resident of Marshfield, claimed overcharge on shipment of three cars of hay from Marshfield to Chicago. An examination of the tariffs and way bills submitted indicated an overcharge of 1,000 lbs. on one car. The subject of hay shipments is discussed in the formal case of *Loftus-Hubbard Elevator Co. v. Wis. Cent. Ry. Co.*, First Biennial Report, page 80.

No. 931.

IN RE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RY. CO.

Application for authority to allow a freight charge less than the rate published and in effect. See decision of Commission in the matter of the claim of the Eau Claire Box & Lumber Co.

No. 932.

IN RE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RY. CO.

Application for authority to refund certain freight charges by reason of shipments going forward one and two days before a tariff authorizing a reduced rate went into effect. The decision of the Commission can be found in the matter of the claim of the Eau Claire Box & Lumber Co.

No. 933

IN RE WISCONSIN & NORTHERN RAILROAD CO.

Application to put in effect joint passenger tariffs from Cran-
don, Wis. As the Commission had under consideration a re-

duction of rates over the M., St. P. & S. S. M. Ry. Co.'s lines the application was granted to the time a reduction, in case a reduction should be ordered, goes into effect.

No. 934.

BROWN BROS. LUMBER CO.

vs.

M., ST. P. & S. S. M. RY. CO.

The complainant, a manufacturer of lumber at Rhinelander, desired to ship several cars of railroad ties over the above mentioned road to Minneapolis, but was unable to obtain a rate on ties, and asked whether the railway company was not obliged to fix a rate and as a common carrier accept the shipment.

Held, that as a common carrier the railroad was obliged to accept the shipment, but that as the rate involved was interstate, the Commission could not order the railroad to put a rate in effect.

No. 935.

GEO. L. STEVENS

vs.

C., M. & ST. P. RY. CO.

Complainant, a traveling salesman, complained of inadequate train connection at Janesville between train No. 131 arriving from Chicago at 10:25 a. m., and train No. 8 leaving for White-water and Milwaukee at 10:35 a. m. Statement was received from the special representative of the railroad to the effect that since June 13th an order had been in effect "directing the conductor of train No. 131 to notify the agent at Janesville whenever there are passengers who desire to make connections with Prairie du Chien train No. 8 at Janesville, in which case the train will be held 10 minutes for the connection. Our investigation indicates that there is very little travel which requires this connection and that the above arrangement will cover all requirements."

A copy of this letter was forwarded to the complainant.

No. 936.

IN RE ZIEN BROS. CO.

The complainants, wholesale liquor dealers in Milwaukee, asked the Commission to express an opinion as to whether railroads could refuse to accept for shipment consignments of jugs, packed in corrugated card-board boxes.

Held, that as the question involved was clearly a matter in which a hearing should be had before the Commission could express an opinion, it was suggested that the proper proceeding would be to bring same before the Commission by formal complaint.

No. 937.

RIB VALLEY LUMBER CO.

vs.

C. & N. W. RY. CO.

Complainant operates a saw mill on Veneer spur on the C. & N. W. Co.'s line near Wausau, and complained that they were unable to get cars for shipments; that the railroad refused to furnish cars on account of the poor condition of the track at that point. From the correspondence it appeared that a misunderstanding existed between the parties. The matter was satisfactorily adjusted.

No. 938.

IN RE THEODORE HAPKE.

In this case the Commission was asked to authorize the C. & N. W. Ry. Co. to pay to Mr. Hapke a certain amount as promotor, for locating a sugar beet factory at Madison on the lines of the above mentioned road.

Held, that this was a matter for the court, that the question raised is one that affects the rights of the stockholders of the company to a greater extent than it does the interests of the state or the shipping public.

No. 939.

J. E. KOEPENICK

vs.

W. C. RY. CO.

Complainant, a resident of North Fond du Lac, complained that the practice of the railroad of assembling all freight consigned to North Fond du Lac at Fond du Lac and later delivering at North Fond du Lac, caused delay and in some instances damage in the case of perishable goods. On presenting the complaint to the railroad the matter was adjusted, whereby freight from Milwaukee and Chicago would be loaded in the way car for North Fond du Lac and north, and so be delivered at North Fond du Lac at 7:30 a. m. instead of at noon or later. Nearly all freight, especially perishable, originating at Chicago or Milwaukee.

No. 940.

WAUKESHA LIME & STONE CO.

vs.

C., M. & ST. P. RY. CO.

Complainant, dealer in lime and stone with central office at Racine, protested against the raise of rates on crushed stone from Waukesha, Lannon, Sussex, Templeton and Grafton to Milwaukee. The rates involved were formally brought before the Commission on complaint of *Lake Shore Stone Co. v. C., M. & St. P. Ry. Co.* Formal case No. 166.

No. 941.

FRANK HIGGINS

vs.

C., M. & ST. P. RY. CO.

Complainant, a resident of Madison, complained to the Commission that a freight charge of \$2.40, collected by the above mentioned road on a barrel of dishes and clothes weighing 135 pounds from Washington to Nichols, N. Y., was excessive. The railroad on investigation found an overcharge of \$1.01 had been made, which was returned to complainant.

No. 942.

NICHOLAS STREVELER

vs.

MARATHON COUNTY RAILWAY CO.

Complaint regarding rates, station facilities and the furnishing of cars. A formal complaint was filed subsequent to June 30, 1907, and the decision of the Commission will be found in vol. 2, Decisions of the Commission.

No. 943.

IN RE GREEN BAY & WESTERN R. R. CO.

Application for authority to put into immediate effect a rate of 75 cents on pulp wood between Stevens Point and Grand Rapids. Granted.

No. 944.

IN RE ELIAS LEHMANN VS. VARIOUS EXPRESS COMPANIES.

Complainant, a resident of Milwaukee, complained of the rules of the express companies in regard to their delivery limits in Milwaukee. It was suggested that a formal complaint be filed and blanks were forwarded for that purpose.

No. 945.

CORRESPONDENCE AND DATA RELATING TO
BROKEN RAILS.

No. 946.

MADISON & INTERURBAN TRACTION CO.

vs.

C. M. & ST. P. RY. CO.

Complainant, operating the street car system at Madison, ordered two cars of steel, being shipped from Steelton, Pa., to be

consigned, one over the C. & N. W. Ry. and the other over the C., M. & St. P. Ry. Co. Through error both consignments came via C. & N. W. The complainant desired to unload a portion of the steel from the track of the C., M. & St. P. Ry. Co. On taking up the matter with the railway company the necessary switching was ordered as requested by the complainant.

No. 947.

W. D. FRAZER

vs.

C., M. & ST. P. RY. CO.

Complainant, a resident of North Prairie, alleged lack of proper passenger service at North Prairie, and asked that the noon train east stop for passengers. Matter was presented to the above mentioned railroad.

No. 948.

MENOMONIE HYDRAULIC-PRESS BRICK CO.

vs.

M., ST. P. & S. S. M. RY. CO.

The complainant, engaged in the manufacture of brick at Menomonie, was informed by a representative of the above mentioned railroad that the rate on brick from Menomonie to Ladysmith was six cents per hundred and with that understanding made delivery at Ladysmith. It was then found that the above mentioned rate had been cancelled and a higher rate was collected on the shipment, making a difference of \$113.94.

Held, that as the rate collected was the rate in force, it was the proper rate to be collected under the law, and no refund could be allowed.

No. 949.

IN RE WISCONSIN CHAIR CO.

The complainant is engaged in manufacturing at Port Washington. It was claimed that on a shipment from Port Washing-

ton to Oconomowoc via Milwaukee the freight charges exceeded the tariff in effect between Oconomowoc and Sheboygan, Manitowoc, Two Rivers and Sheboygan Falls, Port Washington being an intermediate point. This complaint applied to shipments made prior to March 21, 1907, on that date the same rate was granted to Port Washington as to the above mentioned points.

Held, that the seeming discrimination was caused by there being in effect a lower rate on the same commodity to a more distant point, there being no long and short haul clause in the Wisconsin law and the rate charged being based on a legally published tariff, a refund could not be made.

No. 950.

IN RE MORTENSEN & NELSEN.

Complainants are dealers in potatoes at Waupaca. A car of potatoes consigned to St. Louis, Mo., was damaged by reason of delay in transit and a claim for such damages was presented. The attention of the complainant was called to the fact that the Commission has no jurisdiction over claims but would lend its good offices to assist in settlement and asked for further particulars, which were not furnished and the matter was closed.

No. 951.

J. F. TEARNAN.

vs.

C. & N. W. RY. CO.

Complainant, a resident of Marshfield, alleged lack of proper station accommodations at Pelican Lake; that such station is the terminal of two branch lines; that passengers arrive over the branch line about 5:30 p. m. and are unable to leave until about 11:00 p. m.; that the station is closed and locked at 6:00 p. m. The complaint was received by the Commission on June 11, 1907, and taken up with the above mentioned road. Answer was made to the effect that for a number of years it had been customary to provide a night man during the summer months only and that such man would be put on June 16; that the busi-

ness did not warrant the company keeping a night man all year. This information was presented to the complainant with the suggestion that if the action of the company was not satisfactory a formal complaint be filed.

No. 952.

BROWN BROTHERS LUMBER CO.

vs.

M., ST. P. & S. S. M. RY. CO.

Complainant is engaged in the manufacture of lumber at Rhinelander. The tariff on lumber over the above mentioned road from Rhinelander to Minneapolis was 8 cents; the railway charged complainant the same rate on waste lumber products, and enquired if such rate should not be 80% of the lumber rate. The above mentioned road not being a party to the case before the Commission entitled, "*In re Waste Lumber Products*," (see First Biennial Report p. 256) the order in said case did not apply to this road. The charge made was correct.

No. 953.

C. SCHECKLER

vs.

C. & N. W. RY. CO.

Complainant is a dealer in vegetables and resides near Racine. He presented a claim against the above mentioned road for damages on two cars of cabbage consigned to St. Louis, Mo., amounting to \$139.08, caused by not taking proper care of consignment en route and delay in delivery. The claim was taken up by the Commission and matter is still pending.

No. 954.

IN RE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RY. CO.

Request for authority to refund overcharge on freight paid on bark shipment made by the Willow River Lumber Co., from

Grand View to Milwaukee. The overcharge was claimed for the reason that the tariff under which shipment was made, called for a minimum of 30,000 lbs., while the capacity of cars furnished to shipper did not equal such minimum.

Held, that the Commission, under the law, would not be justified in rendering an opinion.

No. 955.

F. G. BORDEN CO.

vs.

C., M. & ST. P. RY. CO.

Complainant is a dealer in leaf tobacco at Milton. Shipment of 2,820 lbs. of baled leaf tobacco was made from Wabasha, Minnesota, to the buyer of complainant at Milton, and a rate of 50 cents per 100 lbs. collected. The consignment should have been consigned to the complainant and billed to La Crosse and rebilled to Milton in order to allow complainant the advantage of the concentration rate existing between La Crosse and Milton, which would make the tariff $12\frac{1}{2}$ cents per 100 lbs. The claim was taken up with the above mentioned railroad and the excess charge returned to complainant.

No. 956.

CHRIS CLASEN

vs.

C., M. & ST. P. RY. CO.

Complainant resides at Duplainville, and complained to the Commission that the said road discriminated against Duplainville in its rate from Chicago. Comparison being made with Waukesha and involving rates on coal and wet grains. The tariffs on file with the Commission show the same rate in effect between Chicago and Duplainville and Chicago and Waukesha. As interstate commerce is involved, it was suggested that the matter be taken up directly with the interstate commerce commission.

No. 957.

IN RE TORREY CEDAR CO.

The company deals in cedar posts, poles, etc., at Clintonville. It stated that railroad companies allow 1,000 lbs. tare weight for bunk and chain equipment on log flat cars when used for log shipments and asked whether such allowance should not be made when such cars are used for other commodities.

Held, that as car load freight is charged on a basis of actual weight shipped, subject to the minimum weight, bunks and chains being part of the car equipment should be weighed in as such.

No. 958.

OCONTO BUSINESS MEN'S ASS'N

vs.

C. & N. W. RY. CO.

C., M. & ST. P. RY. CO.

Complainant alleged lack of switching arrangements at the city of Oconto. Formal complaint was afterward filed and will be found in the next annual report of this Commission.

No. 959.

IN RE CHECKING BAGGAGE.

Letters addressed by the Commission to representatives of the C. & N. W. Ry. and C., M. & St. P. Ry. companies relative to the refusal of the companies to check baggage on a combination of two tickets, good locally, one in each state.

No. 960.

J. N. CANFIELD

vs.

C. & N. W. RY. CO.

Complainant complained of the make up of train No. 266 between Shawano and Gillett particularly as to the number of

cars supplied with air and entered a general complaint against trains operated between said points. Correspondence was had with the railway company which submitted statement to the effect that complainant was not correctly informed as to the number of cars in train No. 266 supplied with air. The Commission's letter to the complainant, enclosing copy of reply of the railroad, was returned undelivered.

No. 961.

IN RE STATE RAILWAY MAP.

The above entitled matter relates to the matter of the railway map to be published in January, 1909.

No. 962.

BAKER MANUFACTURING CO.

vs.

C. & N. W. RY. CO.

The complainant is engaged in manufacturing at Evansville and complained of unreasonable delay in outgoing freight shipments. The complaint was forwarded to the general manager of the C. & N. W. Ry. Co., who requested that specific instances of such delays be furnished. The complainant was asked to furnish instances of such delays. Such information was not furnished and the matter was closed.

No. 963.

INDEPENDENT ICE CO.

vs.

C., M. & ST. P. RY. CO.

Complaint relating to the laying of a side track to Spring Lake near Random Lake. A formal complaint was filed and the case is pending before the Commission.

No. 964.

IN RE JOHN LUCHSINGER.

Mr. Luchsinger, as president of the Southern Wisconsin Cheese Shippers' Ass'n, complained of the rates on cheese from various points in Wisconsin to Chicago, and requested that the matter be presented by the Commission to the interstate commerce commission. The matter was presented as requested.

No. 965.

*IN RE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RY. CO.*

Request for authority to refund charges to John H. Kaiser Lumber Co., on account of being unable to furnish cars of the capacity originally intended.

Held, that the Commission has no authority to authorize such refund.

No. 966.

IN RE RHINELANDER PAPER CO.

vs.

VARIOUS RAILROADS.

The complainant is engaged in the manufacture of paper at Rhineland. Complaint was entered to the effect that the rates charged on pulp wood from Duluth, Hibbing, Floodwood and other points in Minnesota to Rhineland were excessive; that they were the same as to points in the Fox river valley, while the rates on the outgoing products are two cents less from the Fox river valley than from Rhineland. It being a question of interstate commerce the Commission was without authority to adjust the matter. Considerable correspondence was had with the railroads interested and an informal conference was held. It was finally reported to the Commission that the railroads were unable to arrive at an understanding.

No. 967.

IN RE CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA
RY. CO.

Application for authority to put into effect a round trip excursion rate of \$3.00 from Superior to Shell Lake. Granted.

No. 968.

WISCONSIN PULP & PAPER MANUFACTURERS

vs.

C. & N. W. RY. CO.

Complaint on pulp wood rates. A formal complaint was filed and the case is pending before the Commission.

No. 969.

THE DUNCAN FUEL CO.

vs.

C., M. & ST. P. RY. CO.

The complainant is a dealer in coal at Green Bay and complained to the Commission that the railway charged a tariff of 25 cents per ton on soft coal from Green Bay to the state reformatory, while all classes of freight consigned to the reformatory was switched from Green Bay at \$2.00 per car, under an agreement with the railroad before the reformatory was built. The Commission called the attention of the complainant to the provisions of ch. 362, Laws of 1905, to the effect that free or reduced rates could be granted to the state and that if the 25 cent rate was considered excessive a formal complaint should be filed to that effect.

No. 970.

J. E. REYNOLDS

vs.

C., M. & ST., P. RY. CO.

Complainant is a resident of Troy Center, Wisconsin, and complained of the Sunday passenger service on the Eagle-Elk-

horn branch of the above mentioned road. The complaint was forwarded to the special representative of the railway who submitted to the Commission the reasons for the existing schedule. These reasons were forwarded to complainant with request for comments on same.

No. 971.

CHAMBER OF COMMERCE OF THE CITY OF MILWAUKEE

vs.

C., M. & ST. P. RY. CO.

C. & N. W. RY. CO.

W. C. RY. CO.

Complaint regarding car service rules in the city of Milwaukee. Formal complaint was filed and the case is pending before the Commission.

No. 972.

C. W. SENN

vs.

C., M. & ST. P. RY. CO.

Complainant is a practicing physician at Adell, Wisconsin, and alleges that he performed services in attending persons injured on the line of the above mentioned railroad.

Held, that this is a matter for the courts and no jurisdiction has been granted to the Commission in relation to claims of this nature.

No. 973.

JOHN BIRKETT

vs.

C. & N. W. RY. CO.

Complaint regarding passenger service at Hazel Green. A formal complaint was filed and the matter heard and a decision rendered since June 30, 1907. See vol. 2, Decisions of the Commission.

No. 974.

ANSON ELDRED COMPANY

vs.

C. & N. W. RY. CO.

Complainant is engaged in the manufacture of lumber at Stiles, Wisconsin, and alleged that the railway company agreed on a rate of one cent per hundred on logs in twenty car load lots from Holts spur, Andersons spur and Mountain to Stiles; that relying on this agreement the complainant incurred considerable extra expense in order to obtain the benefit of this rate; that after several train loads had been shipped it was ascertained that the railroad company had failed to publish and post the agreed rate. Complainant asked that an order be issued authorizing the company to rebate the difference between the rate charged and the rate agreed upon.

Held, that as the agreed rate had not been published and posted as required by law, no refund could be made. Under the provisions of ch. 582, Laws of 1907, which went into effect July 12, 1907, subsequent to the filing of this complaint, a refund may be allowed.

The complainant also contended that inasmuch as Stiles is an intermediate point between the above mentioned points and Oconto that the Oconto rates, which are one cent per hundred, should be the rate for Stiles.

Held, that the published tariff to Oconto could not affect the tariff to Stiles; that if the tariff to Stiles is excessive a complaint to the effect would be entertained.

No. 975.

O. L. ROSENKRANS

vs.

VARIOUS EXPRESS COMPANIES

C., M. & ST. P. RY. CO.

Complainant is engaged in the jewelry business at Milwaukee and alleged that the express companies charge a minimum "ounce" rate out of Chicago of fifteen cents while the lowest rate obtained by jewelers in Wisconsin is twenty-five cents. Complainant also alleged that the C., M. & St. P. Ry. Co., discriminates against Milwaukee on their Prairie du Chien division which connects with Iowa.

Held, that as questions of interstate tariff are involved the Commission has no jurisdiction in that matter. It was suggested that if the complainant desired an investigation held on the express rates between points in Wisconsin or in relation to the service on the C., M. & St. P. Ry. between Milwaukee and Prairie du Chien, that a formal complaint be filed.

No. 976.

THE BAXTER MINING CO.

vs.

VARIOUS RAILROADS.

Complainant alleged a discrimination in rates on coal as between the forwarding points of Sheboygan and Milwaukee and the receiving points of Cuba City, Wisconsin, and Galena, Illinois. That the rate of \$1.35 per ton to Cuba City is excessive; that the rate to Galena, eighteen miles from Cuba City, is about one-half of the rate to Cuba City. It was suggested that a formal complaint be filed and blanks were forwarded for that purpose.

No. 977.

BOTSFORD BROTHERS

vs.

VARIOUS RAILROADS.

The complainants reside at Altoona, Wisconsin, and are dealers in soft coal. They complained that the long haul rates on soft coal were less than the short haul rates as between the forwarding points of Sheboygan and Milwaukee, and the receiving points of Eau Claire and Altoona. Altoona being three miles east of Eau Claire. It was suggested that a formal complaint be filed and blanks were forwarded for that purpose.

No. 978.

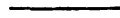
E. E. PAYNE

vs.

WISCONSIN TELEPHONE CO.

Complainant alleges unreasonable and exorbitant telephone rates at Marinette. Formal complaint was afterwards filed and the case is pending before the Commission.

PART IV.



STATISTICS.

DIRECTORS AND OFFICERS OF ALL RAILWAYS OPERATING IN WISCONSIN.

Name of Company.	Post office address of general office.	Directors.
Abbotsford & Northeastern	Milwaukee, Wis.	Wm. C. Klann
Alnapee & Western	Green Bay, Wis.	Mark T. Cox
Ashland, Odanah & Marengo	Odanah, Wis.	J. N. Stearns
Bayfield Transfer	Bayfield, Wis.	J. M. Smith
Big Falls Ry Co.	Oshkosh, Wis.	J. H. Wall
Chicago, Milwaukee & St. Paul	Chicago, Ill.	Frederick Layton
Chicago & Northwestern	Chicago, Ill.	James Stillman
Chicago, St. Paul, Minneapolis & O.	St. Paul, Minn.	W. K. Vanderbilt
Chicago, Burlington & Quincy	Chicago, Ill.	H. McK. Twombly
Chicago, Lake Shore & Eastern	Chicago, Ill.	Wm. P. Clough
Chicago, Harvard & Geneva Lake	Walworth, Wis.	W. E. Cary
Chippewa River & Superior	Chippewa, Wis.	A. L. Dewar
Chippewa Valley & Northern	Grand Rapids, Wis.	S. C. Phipps
Drummond & Southwestern	Drummond, Wis.	E. H. Arplin
Duluth, South Shore & Atlantic	Marquette, Mich.	F. H. Drummond
Duluth, Superior & Western Terminal	Superior, Wis.	Waller R. Baker
Dunbar & Wausaukee	Menominee, Mich.	R. I. Farrington
Fairchild & Northeastern	Fairchild, Wis.	J. W. Wells
Great Northern	St. Paul, Minn.	E. M. Foster
Green Bay & Western	Green Bay, Wis.	Wm. B. Dean
Hawthorne, Nebagamon & Superior	L. Nebagamon, Wis.	Mark T. Cox
Hazelhurst & Northeastern	Hazelhurst, Wis.	F. Weyerhaeuser
Hillsboro & Central	Hillsboro, Wis.	Walter Alexander
Illinois Central	Chicago, Ill.	E. Hammer
Keweenaw, Green Bay & Western	Green Bay, Wis.	Stuyvesant Fish
Lake Superior & Southeastern	Green Bay, Wis.	Mark T. Cox
Lake Superior Terminal & Transfer	La Crosse, Wis.	Mark T. Cox
Lafayette & Northern	St. Paul, Minn.	H. C. Wood
Marathon County Ry. Co. Western	Marshfield, Wis.	W. F. Fitch
Marquette, Tomahawk & Western	Tomahawk, Wis.	R. Connor
Minneapolis, St. Paul & Sault Ste. M.	Minneapolis, Minn.	E. D. Pennington
Northern Pacific	St. Paul, Minn.	Ed. Fennington
Northwestern Coal Ry. Co.	Superior, Wis.	Thomas Lowry
Oshkosh Transportation Co.	Milwaukee, Wis.	Jas. S. Kennedy
Roddis Lbr. & Veneer Co., Logging Ry.	Marshfield, Wis.	M. H. Taylor
		Howard Morris
		W. H. Roddis
		H. Roddis
		Wm. L. Erbarch
		Wm. J. Jordan
		E. B. Hill
		A. W. Fairchild
		O. H. Thomas
		P. A. Rockefeller
		Oliver Ames
		F. W. Vanderbilt
		Geo. B. Harris
		R. B. Campbell
		L. C. Church
		W. T. Pierpont
		J. Z. Arplin
		A. J. Rust
		Wm. F. Fitch
		J. A. Murphy
		E. J. Foster
		James J. Hill
		C. L. Blair
		J. P. Weyerhaeuser
		W. H. Yawkey
		G. Weinstein
		John J. Astor
		J. A. Jordan
		P. Vallor
		H. J. Horn
		W. W. McCulloch
		Herman Langar
		Jas. W. Bradley, Jr.
		J. H. Janeway, Jr.
		W. L. Martin
		William Sloane
		C. E. Wales
		S. L. Roddis

* Deceased.

DIRECTORS AND OFFICERS OF ALL RAILWAYS OPERATING IN WISCONSIN—Continued.

Name of Company.	Post office address of general office.	Directors—Continued.			
		Chas. S. Chapman.	Hattie L. McIndoe	R. D. Caldwell.	
Robbins Ry. Co.	Rhinelander, Wis.	F. S. Robbins.	S. G. Moon.	F. H. L. Cotton.	
Stanley, Merrill & Phillips.	Eau Claire, Wis.	J. T. Barber.	Geo. C. Glover.	L. A. Baker.	
Superior & Southeastern.	New Richmond, Wis.	John E. Glover.	D. C. Buckstaff.	H. J. Sprague.	
Whitcomb & Morris.	Morris, Wis.	J. H. Jenkins.	Mark T. Cox.	T. S. Howland.	
Winona Bridge Ry. Co.	Chicago, Ill.	J. A. Jordan.	Wm. F. Vilas.	Geo. A. Fernald.	
Wisconsin Central.	Milwaukee, Wis.	Fred T. Gates.	John R. Smith.	E. C. Ritscher.	
Wisconsin & Michigan.	Chicago, Ill.	J. N. Falthorn.	Chas. R. Smith.	H. F. Whitcomb.	
Wisconsin & Northern.	Oshkosh, Wis.	Ed. L. Hawn.	P. J. Royle.	W. H. Dodsworth.	
Wisconsin, Ruby & Southern.	Minneapolis, Minn.	Leander Choate.	W. J. Royle.	F. Karste.	
Wisconsin Western.	Milwaukee, Wis.	E. W. Adams.	C. Quimby.	W. R. Begg.	
Mattoon.	Mattoon, Wis.	G. Huethe.	R. I. Farrington.		
Eastern Ry. Co. of Minn.	St. Paul, Minn.	Louis W. Hill.			

DIRECTORS AND OFFICERS OF ALL RAILWAYS OPERATING IN WISCONSIN—Continued.

Name of Company.

Directors—Continued.

Chicago, Milwaukee & St. Paul.....	Peter Geddes	Roswell Miller	Wm. Rockefeller ..	John A. Stewart ..	James C. Fargo.
Chicago & Northwestern.....	C. H. McCormick..	Chauncey Keep	C. M. Depew.....	Samuel F. Barger.	
Chicago, St. Paul, Minneapolis & O.....	E. E. Osborn.....	J. M. Whitman	Thomas Wilson	J. A. Humblrd ..	
Chicago, Burlington & Quincy.....	Norman B. Ream..	Samuel Thorne			
Duluth, South Shore & Atlantic.....	James O. Bloss....	E. V. Skinner.....			
Illinois Central	Robt. W. Goelet..	Chas. M. Beach.....	J. T. Harahan	C. Vanderblit ..	
Minneapolis, St. Paul & Sault Ste Marie.....	Sir T. Shaugnessy ..	R. B. Angus	Lewis C. Ledyard..	Howard Elliott ...	Chas. Steel.
Northern Pacific	Payne Whitney	J. P. Morgan, Jr. ...			
Wisconsin Central	Henry C. Starr.....				

DIRECTORS AND OFFICERS OF ALL RAILWAYS OPERATING IN WISCONSIN—Continued.

Name of Company.	Directors—Continued			General Officers.		
	President.	1st. Vice-President.	2nd Vice-President.	3rd Vice-President.		
Abbotsford & Northeastern	A. C. Reibrock	Wm. L. Erbach .....	.....	.....
Annapee & Western	S. S. Palmer	D. Decker .....	.....	.....
Ashland	L. K. Baker	J. S. Stearns .....	.....	.....
Bayfield Transfer	Geo. H. Noyes	J. M. Smith .....	.....	.....
Big Falls Ry. Co.	J. H. Wall	S. M. Wall .....	.....	.....
Chicago, Milwaukee & St. Paul	A. J. Earling .....	.....	.....	E. W. McKenna		
Chicago & Northwestern	Marvin Hughitt	E. E. Osborn .....	.....	Jas. T. Clark		
Chicago, St. Paul, Minneapolis & O.	Geo. B. Harris	D. Miller .....	.....	D. Willard		
Chicago, Burlington & Quincy	A. F. Banks .....	.....	.....	.....
Chicago, Lake Shore & Eastern	L. S. Owsley	A. L. Devor .....	.....	.....
Chicago, Harvard & Geneva Lake	B. L. Delamater .....	.....	.....	.....
Chippewa River & Superior	W. H. Phipps	S. C. Phipps .....	.....	C. P. Coon		
Chippewa Valley & Northern	D. J. Arplin	J. Z. Arplin .....	.....	.....
Drummond & Southwestern	F. W. Gilchrist	A. J. Rust .....	.....	.....
Duluth, South Shore & Atlantic	W. F. Fitch	Walter R. Baker .....	.....	Geo. H. Church		
Duluth, Superior & Western Terminal	D. M. Philbin	J. A. Murphy .....	.....	.....
Dunbar & Wausaukee	I. A. Culbertson	J. W. Wells .....	.....	.....
Fairchild & Northeastern	N. C. Foster	E. J. Foster .....	.....	.....
Great Northern	Louis W. Hill .....	.....	.....	R. I. Farrington		
Green Bay & Western	S. S. Palmer	I. A. Jordan .....	.....	.....
Green Bay, Neenah & Superior	E. Rutledge	F. Weyerhaeuser .....	.....	.....
Hawthorne, Neenah & Superior	C. C. Yawkey	Walter Alexander .....	.....	.....
Hazards & Southeastern	E. Hammer	F. I. Finch .....	.....	.....
Hillsboro & Northeastern	J. T. Harahan	A. G. Hackstaff .....	.....	.....
Illinois Central	J. S. Palmer	J. A. Jordan .....	.....	.....
Ionia & Northern	John R. Davis .....	.....	.....	.....
J. R. Davis Lbr. Co., Logging Ry.	S. S. Palmer	W. W. Cargill .....	.....	.....
Kewaunee, Green Bay & Western	W. S. Carzill	H. C. Wood .....	.....	.....
La Crosse & Southeastern	D. M. Philbin	W. F. Fitch .....	.....	.....
Lake Superior Terminal & Transfer	R. Connor	H. R. Messer .....	.....	.....
Laona & Northern	R. Connor	Herman Langer .....	.....	.....
Marathon County Ry. Co.	R. B. Tweedy	Edw. Bradley .....	.....	Jas. W. Bradley		
Marquette, Tomahawk & Western	C. W. McIlhenny	J. H. Janeway, Jr. ....	.....	W. L. Martin		
Mineral Point & Northern	Thos. Lowry	E. Pennington .....	.....	.....
Minneapolis, St. Paul & Sault Ste. Marie .....	.....	.....	.....	.....

* David P. Kimball.

DIRECTORS AND OFFICERS OF ALL RAILWAYS OPERATING IN WISCONSIN—Continued.

Name of Company.	Directors—Con.	General Officers.			
		President.	1st Vice-President.	2d Vice-President.	3d Vice-President.
Northern Pacific	G. W. Perkins.....	Howard Elliott	Jas. N. Hill.....	J. M. Hannaford..	C. M. Levey.
Northwestern Coal Ry. Co.....	M. H. Taylor.....	C. E. Wales	W. R. Woodford..	
Oshkosh Transportation Co.....	Howard Morris .....	.....	.....
Roddia Lbr. & Veneer Co., Logging Ry.	W. H. Roddis .....	.....	.....
Robbins Ry. Co.....	F. S. Robbins.....	Chas. S. Chapman..	.....
Stanley, Merrill & Phillips	S. G. Moon.....	C. D. Moon.....	.....
Superior & Southeastern	John A. Glover.....	G. C. Glover.....	.....
Whitcomb & Morris	J. H. Jenkins.....	D. C. Buckstaff .....	.....
Winona Bridge Ry. Co.....	W. W. Baldwin.....	J. A. Jordan.....	.....
Wisconsin Central	W. A. Bradford.....	Henry C. Starr.....	.....
Wisconsin & Northern	John P. Hopkins.....	W. T. Abbott.....	.....
Wisconsin & Northern	H. F. Whitcomb.....	W. H. Sill.....	.....
Wisconsin Western	E. L. Hawn.....	C. H. Van Alstine..	.....
Nattoon	Burton Hanson	G. Posson .....	.....
Eastern Ry. Co. of Minnesota	Louis W. Hill	R. I. Farrington...	.....

DIRECTORS AND OFFICERS OF ALL RAILWAYS OPERATING IN WISCONSIN—Continued.

General Officers—Continued.

Name of Company.	Secretary.	Treasurer.	Chief Engineer.	General Solicitor, Attorney or Counsel.	Solicitor, Attorney or Counsel.
Abbotsford & Northeastern	Wm. C. Klann.	A. C. Reibrock			
Annapoe & Western	Mark T. Cox	Mark T. Cox			
Ashland, Odanah & Marengo	E. B. Hill	E. B. Hill		Geo. F. Merrill	
Bayfield Transfer	H. C. Hale	J. M. Smith		Geo. H. Noyes	
Big Falls Ry. Co.	T. R. Wall	T. R. Wall			
Chicago, Milwaukee & St. Paul	E. W. Adams	E. J. Finney	D. J. Whitmore	Burton Ineson	Geo. R. Peck.
Chicago, Milwaukee & Northwestern	E. E. Osborn	E. H. Williams	E. C. Carter	Lloyd W. Bowers	S. A. Lynde.
Chicago, St. Paul, Minneapolis & O.	F. E. Woodman	E. H. Williams	C. W. Johnson	Thos. Wilson	T. B. Shean.
Chicago, Burlington & Quincy	T. S. Howland	T. S. Howland	T. E. Calvert	J. W. Rytke	C. M. Davies.
Chicago, Lake Shore & Eastern	F. D. Raymond	F. D. Raymond	A. Montzheimer	K. K. Knapp	W. B. Haynie.
Chicago, Harvard & Geneva Lake	H. H. Windson	F. N. Koeschlaht			
Chicago & Lake Superior		Geo. West			
Capekewa River & Northern	W. T. Pierpont	W. T. Pierpont		S. L. Terrin	
Chippewa Valley & Northern	E. P. Arpin	E. P. Arpin			
Drummond & Southwestern	F. H. Drummond	F. H. Drummond			
Dodge, South Shore & Atlantic	James Clarke	E. W. Allen	B. D. Slmar	A. D. Eldridge	A. E. Miller.
Douglas, Superior & Western Terminal	S. S. Dalrymple	E. Sawyer			
Dunbar & Wausaukee	A. C. Wells				
Fairchild & Northeastern	G. A. Foster	G. A. Foster			
Great Northern	E. T. Nichols	Edw. Sawyer			
Green Bay & Western	Mark T. Cox	Mark T. Cox	A. H. Hogeland	W. R. Begg	J. D. Armstrong.
Hawthorne, Nebanamon & Superior	E. L. Ainsworth	E. L. Ainsworth			
Hazelhurst & Northeastern	W. H. Bissell	W. H. Yawkey			
Hillsboro & Northeastern	John A. Cash	F. I. Plinch			
Iola & Northern	A. G. Heckataff	E. T. H. Gibson	A. S. Baldwin	J. M. Dickenson	
J. R. Davis Lbr. Co., Logging Ry	Mark T. Cox	Mark T. Cox			
Kewaunee, Green Bay & Western	R. W. Davis	B. W. Davis			
La Crosse & Southeastern	Mark T. Cox	Mark T. Cox			
Lake Superior Terminal & Transfer	J. B. Taylor	J. B. Taylor	Geo. P. Bradish	W. S. Burroughs	
Laona & Northern	C. P. Brown	H. H. Parkhouse		J. A. Murphy	
Marathon County Ry. Co.	W. W. McCulloch	W. W. McCulloch			
Marquette, Tomahawk & Western	R. Connor	R. B. Tweedy			
Mineral Point & Northern	John W. Froehlich	Walter D. Main	Thos. Green	A. H. Bright	H. B. Dike.
Minneapolis, St. Paul & Sault Ste. Marie	Walter D. Main	C. F. Clement			
	C. F. Clement				

DIRECTORS AND OFFICERS OF ALL RAILWAYS OPERATING IN WISCONSIN—Continued.

Name of Company.	General Officers—Continued.				
	Secretary.	Treasurer.	Chief Engineer.	General Solicitor, Attorney or Counsel.	Solicitor, Attorney or Counsel.
Northern Pacific	Geo. H. Eard	Chas. A. Clark	W. L. Darling	Francis L. Stetson	Chas. W. Bunn.
Northwestern Coal Ry. Co.	P. S. Elwell	P. S. Elwell .....	.....	.....	.....
Oshkosh Transportation Co.	Chas. M. Morris	Howard Morris .....	.....	.....	.....
Robbins Ry. Co.	Hattie L. McIndoe	F. S. Robbins .....	.....	.....	.....
Stanley, Merrill & Phillips	F. H. L. Cotten	J. T. Barber .....	.....	.....	.....
Superior & Southeastern	L. E. Glover	L. E. Glover .....	.....	John H. Savage .....	.....
Whitcomb & Morris	H. J. Sprague	H. J. Sprague .....	.....	.....	.....
Winona Bridge Ry. Co.	H. W. Weiss	T. S. Howland .....	.....	.....	.....
Wisconsin Central	Geo. W. Webster	W. R. Hancock	Chas. N. Kalk	Thos. H. Gill	Henry C. Starr.
Wisconsin & Michigan	B. Shaw	R. H. Edwards	Wm. Cambier	W. T. Abbott .....	.....
Wisconsin & Northern	F. H. Jesslyn	W. H. Sill .....	.....	M. J. Wallrich .....	.....
Wisconsin, Ruby & Southern	T. R. Hamilton	F. G. Ranney	D. J. Whittemore .....	.....	.....
Wisconsin Western	E. W. Adams	E. E. Hemingway .....	.....	.....	.....
Mattson	C. Quimby	Edw. Sawyer	A. H. Hogeland	W. R. Begg .....	.....
Eastern Ry. Co. of Minnesota	Edw. Sawyer .....	.....	.....	.....	.....

DIRECTORS AND OFFICERS OF ALL RAILWAYS DOING BUSINESS IN WISCONSIN—Continued.

General Officers—Continued.

Name of Company.	Comptroller or Auditor.	General Manager.	Gen. Freight Agt. or Freight Traffic Manager.	General Passenger Agent or Passenger Traffic Manager.	General Superintendent.
Abbotsford & Northeastern	Wm. C. Klann	J. A. Jordan .....	.....	W. C. Modisett	Wm. L. Erbach.
Ahnapee & Western	J. C. Thurman	H. C. Hale	F. J. Larke .....	.....	F. B. Seymour.
Ashtland, Odanah & Marengo	D. J. McMahon	W. J. Underwood .....	.....	.....	Ed. Mercier.
Bayfield Transfer	H. G. Haugen	R. H. Ashton	E. S. Keeley .....	.....	D. L. Bush.
Chicago, Milwaukee & St. Paul	J. B. Reineid	J. A. W. Trenholm	M. Hingbitt, Jr.	F. A. Miller	W. E. Morse.
Chicago & Northwestern	L. A. Robinson	J. M. Gruber	H. M. Pearce	T. W. Teasdale	S. G. Strickland.
Chicago, St. Paul, Minneapolis & O.	C. I. Sturgis	R. B. Campbell	G. H. Crosby	P. S. Eustis	H. D. Judson.
Chicago, Burlington & Quincy	F. W. Sutton	H. T. Windsor	I. E. Learie .....	.....	.....
Chicago, Lake Shore & Eastern .....	.....	.....	.....	.....	.....
Chicago, Harvard & Geneva Lake .....	.....	.....	.....	.....	.....
Chicago & Lake Superior	B. L. Delamater	C. P. Coon	B. L. Delamater	B. L. Delamater .....	.....
Chippewa River & Northern	E. C. Johnson	A. L. Arpin	J. A. Corbett .....	.....	.....
Chippewa Valley & Northern	L. E. Knudson	F. H. Drummond .....	.....	.....	.....
Drummond & Southwestern .....	.....	Wm. F. Fitch .....	.....	.....	.....
Duluth, South Shore & Atlantic	A. E. Delf	J. W. Wells	J. L. Wells	Mart Adson	C. E. Lytle.
Duluth, Superior & Western Terminal	R. I. Farrington	N. C. Foster	C. M. Sherwood	J. L. Wells	C. I. Wells.
Fairchild & Wausaukee	C. M. Sherwood	Frank E. Ward	W. W. Broughton	C. M. Sherwood	Wm. Foster.
Green Bay & Western	John G. Drew	J. A. Jordan .....	.....	A. L. Craig	E. L. Brown.
Great Northern	J. C. Thurman	J. P. Weyerhaeuser	F. L. Wilkins .....	.....	F. B. Seymour.
Hawthorne, Nebaugum & Superior	F. L. Wilkins	C. C. Yawkey	F. L. Wilkins	F. L. Wilkins .....	.....
Hazeburn & Northeastern	F. M. White	W. H. H. Cash	C. C. Yawkey	C. C. Yawkey .....	.....
Hillsboro & Northeastern	John A. Cash	F. B. Harriman	W. H. H. Cash	A. H. Hanson	H. McCourt.
Iola & Northern	Con. F. Krebs	J. A. Jordan	F. B. Bowers	W. C. Modisett	F. B. Seymour.
Keweenaw, Green Bay & Western	J. C. Thurman	P. Valer .....	.....	W. C. Modisett	F. B. Seymour.
La Crosse & Northeastern	S. J. Lennon .....	.....	A. L. Eidemiller	A. L. Eidemiller	F. Valer.
Lake Superior Terminal & Transfer .....	.....	.....	.....	.....	C. P. Brown.
Marquette, Tomahawk & Western .....	.....	.....	.....	C. H. Grundy	C. H. Grundy.
Mineral Point & Northern	B. C. Lange	W. A. Jones	J. E. Ayiward .....	.....	G. R. Huntington.
Minneapolis, St. Paul & Sault Ste. Marie	C. W. Gardner	E. Pennington	W. L. Martin	W. R. Callaway	F. W. Gilbert.
Northern Pacific	H. A. Gray	H. J. Horn	J. G. Woodworth	A. M. Cleland .....	.....

DIRECTORS AND OFFICERS OF ALL RAILWAYS DOING BUSINESS IN WISCONSIN—Continued.

Name of Company.	General Officers—Continued.				
	Comptroller or Auditor.	General Manager.	General Freight Agent or Freight Traffic Manager.	General Passenger Agent or Passenger Traffic Manager.	General Superintendent.
Northwestern Coal Ry. Co.	W. H. Godwin	C. P. White	.....	.....	Chas. Gallagher.
Roddis Lbr. & Veneer Co., Logging Ry.	M. Germond	G. W. Campbell	.....	.....	R. D. Caldwell.
Robbins Ry. Co.	F. H. L. Cotten	F. S. Robbins	.....	.....	Geo. L. Wright.
Stanley, Merrill & Phillips	.....	K. C. Morehouse	K. C. Morehouse	K. C. Morehouse	D. Cunningham.
Superior & Southeastern	.....	.....	W. Glover	.....	Earl F. Potter.
Winona Bridge Ry. Co.	Robt. Toombs	.....	Fred E. Signer	Jas. C. Pond	S. N. Harrison.
Wisconsin Central	M. F. Schulze	.....	.....	J. C. Fitzgerald	.....
Wisconsin & Michigan	W. N. D. Winne	C. H. Hartley	.....	.....	.....
Wisconsin & Northern	John G. Drew	E. D. Wright	.....	.....	.....
Wisconsin Western	.....	.....	.....	.....	.....
Eastern Ry. Co. of Minnesota	.....	.....	.....	.....	.....

To the Hon. A. H. Dahl, State Treasurer: Herewith find statement showing cost of total mileage of railroads within the state of Wisconsin, all as reported to this department to the provisions of sec. 1793, statutes of 1898.

Name of Company.	Total cost of railway in Wisconsin on Dec. 31, 1906	Total gross receipts of railway in Wisconsin for year ending Dec. 31, 1906.	Total net earnings of railway in Wisconsin for year ending Dec. 31, 1906.	Total interest-bearing indebtedness of railway in Wisconsin on Dec. 31, 1906.
1. Abbotsford & Northeast'n	\$232,000 00	\$33,303 66	¹ \$531 90	\$120,000 00
2. Ahnapee & Western	834,500 00	74,413 65	27,257 46	435,000 00
3. Bayfield Transfer	3,408,289 87	12,806 98	² 9,697 86	1,684,327 89
4. Big Falls Ry. Co.		10,836 34	¹ 151 60	2,500 00
5. Chi., Mil. & St. Paul	³ \$2,654,121 61	17,089,499 13	6,470,440 01	³ \$0,880,563 90
6. Chicago & Northwestern	⁴ \$58,753,732 58	18,558,156 99	⁵ \$8,037,892 57	⁴ \$40,722,079 60
7. Chi., Burl. & Quincy	¹ \$12,260,628 87	3,454,881 52	949,859 43	⁴ \$4,416,172 20
8. C., St. P., M. & O.	² \$28,641,991 60	6,209,138 04	⁵ \$1,744,653 74	² \$12,606,210 00
9. Chicago, Lake Shore & E.		109,201 07	¹ 79,601 49	130,000 00
10. Chi., Harvard & G. Lake	163,253 13	14,358 37	1,470 02	76,250 00
11. Chicago & Lake Superior	58,483 77	6,157 30	805 84	
12. Chippewa R. & Northern	25,000 00	10,193 52	¹ 1,186 68	
13. Chippewa V. & Northern	161,510 29	15,263 71	2,408 40	108,796 98
14. Drummond & Southw.	203,733 35	31,213 47	¹ 141 48	50,000 00
15. Duluth, S. S. & Atlantic		332,069 09	55,960 52	
16. Dunbar & Wausaukee	71,083 02	23,813 96	7,752 29	
17. Fairchild & Northeastern	228,787 65	18,188 57	259 96	228,787 65
18. Great Northern		1,437,784 93		
19. Green Bay & Western	10,100,000 00	632,932 72	57,709 16	
20. Hawthorne, Nebag. & S.	111,117 14	56,114 26	14,365 06	
21. Hazelhurst & Southeastern	103,762 78	16,841 65	4,498 21	
22. Hillsboro & Northeastern	60,000 00	13,948 16	4,623 36	11,000 00
23. Iola & Northern	71,400 00	7,223 91	1,654 75	
24. Illinois Central	3,230,031 40	134,749 43	² \$20,113 06	1,726,139 00
25. J. R. Davis Lumber Co. Logging Ry.	30,750 00	993 09		
26. Kewaunee, Green B. & W	1,072,950 00	141,216 93	30,490 42	408,000 00
27. La Crosse & Southeastern	772,317 06	80,976 08	44,946 85	750,000 00
28. Lake Superior T. & T.	348,853 58	18,427 20		195,000 00
29. Laona & Northern	133,869 25	20,661 39	1,075 60	74,316 56
30. Marathon County Ry. Co.	34,406 76	9,333 00		
31. Marinette, Tomahawk & W	511,094 36	64,012 11	11,685 80	416,256 93
32. Mineral Point & Northern	955,996 42	66,751 32	¹ \$8,227 00	432,000 00
33. Mpls., St. P. & St. S. M.	15,745,405 11	1,939,493 33	849,115 83	9,856,609 83
34. Northern Pacific		⁴ \$588,700 24	71,766 89	
35. Northwestern Coal Ry. Co.	237,421 29	21,144 43	¹ \$9,002 55	220,000 00
36. Oshkosh Trans. Co.	70,000 00	12,356 00	8,106 83	
37. Roddis Lumber & Veneer Co., Logging Ry.		354 00		
38. Robbins Ry. Co.	44,300 00	21,603 14		30,000 00
39. Stanley, Merrill & Phillips	603,743 60	133,265 22	¹ \$10,649 19	542,000 00
40. Superior & Southeastern	122,664 76	30,976 01	9,295 21	
41. Whitcomb & Morris	11,979 22	2,697 36	¹ \$216 45	
42. Winona Bridge Ry. Co.	² \$413,806 75	14,607 62	12,921 30	² \$201,319 68
43. Wisconsin Central	51,059,797 03	6,029,156 87	2,081,414 32	27,850,993 09
44. Wisconsin & Michigan	1,223,831 42	164,379 50	37,923 69	1,409,528 82
45. Wisconsin Western	521,400 00	72,439 29	23,156 01	
46. Mattoon Ry. Co.	85,000 00	27,214 42	9,302 21	85,000 00
47. Mpls., St. P. & Ashland		1,322 00		
Total	\$255,389,944 19	\$57,770,298 23	\$19,971,390 16	\$135,739,854 12

¹ Deficit.

² Road mileage basis.

³ Estimated.

⁴ Not including \$33,674.15 earnings from tolls, rents, lands, etc., assessed locally.

⁵ Proportional on train mileage basis.

each railway, total gross receipts, total net earnings, the total interest bearing indebtedness, ment by the companies named below, as of the year ending December 31, 1906, and being accord.

Amount of interest accrued upon indebtedness of railway in Wis., year ending Dec. 31, 1906.	Amount of interest paid upon indebtedness of railway in Wis., year ending Dec. 31, 1906.	Average number of miles of operated railway in Wis., on Dec. 31, 1906.	Average amount earned per mile in Wis., year ending Dec. 31, 1906.	Rate of taxation of railway, year ending December 31, 1906.	Amount of tax or license fee, year ending Dec. 31, 1906.	No.
\$6,730 00	\$5,040 00	15.16	\$2,197 00	Advalorem	\$999 11	1
27,483 38	27,483 38	34.00	2,188 68	Advalorem	2,232 41	2
83,889 04	366 25	15.86	813 28	\$5 per mile	79 30	3
300 00	300 00	21.00	516 01	\$5 per mile	106 00	4
\$1,460,017 12	\$1,842,447 45	1,790.29	9,847 71	4 per cent	681,579 97	5
\$1,960,663 14	\$1,968,104 93	1,841.29	10,078 89	4 per cent	742,326 36	6
	\$198,412 95	222.57	15,522 67	4 per cent	128,195 26	7
\$730,716 09	\$731,262 49	753.70	8,238 20	4 per cent	248,351 52	8
8,479 48	8,479 48	19.38	5,635 24	4 per cent	4,368 04	9
4,063 24	968 24	5.50	2,610 61	3½ per cent	508 54	10
		3.24	1,900 40	\$5 per mile and 2½ per cent	48 63	11
		20.00	509 67	Advalorem	733 11	12
	7,883 77	15.53	982 85	\$5 per mile	77 65	13
3,000 00	3,000 00	8.18	\$,815 82	Advalorem	512 18	14
160,884 47	160,884 47	113.77	3,358 52	4 per cent	15,235 98	15
		18.50	1,763 99	\$5 per mile and 2½ per cent	156 60	16
	12,497 10	33.00	561 16	\$5 per mile	166 00	17
		39.16	36,715 65	4 per cent	57,511 40	18
		225.00	2,813 03	3½ per cent	22,159 65	19
		33.50	1,875 33	\$5 per mile and 2½ per cent	314 11	20
		26.00	646 82	\$5 per mile	18 00	21
770 00	770 00	4.80	2,906 87	3½ per cent	488 19	22
		4.70	1,537 00	\$5 per mile & 2½ per cent	27 85	23
86,266 95	86,266 95	91.31	1,475 73	\$5 per mile	456 55	24
		30.50	46 44	\$5 per mile	108 50	25
20,400 00	20,400 00	36.70	3,847 87	4 per cent	5,645 67	26
	37,500 00	40.81	1,984 32	\$5 per mile and 2½ per cent	698 06	27
11,700 00	11,700 00	17.51	1,053 38	\$5 per mile	87 55	28
4,480 89	4,480 89	16.00	1,291 33	\$5 per mile	80 00	29
		17.00	548 94	\$5 per mile	85 00	30
21,006 72	11,920 98	43.77	1,482 46	\$5 per mile	218 86	31
23,554 79	19,804 79	30.00	2,181 41	3 per cent	2,002 54	32
383,064 42	383,064 42	355.66	5,453 22	4 per cent	77,579 73	33
		145.47	4,046 89	4 per cent	23,548 01	34
1,883 38	9,166 67	8.00	2,643 05	3½ per cent	740 06	35
		4.55	2,715 60	3½ per cent	432 46	36
		12.00	30 00	\$5 per mile	60 00	37
2,160 38	2,160 38	28 00	771 73	\$5 per mile	140 00	38
30,606 07	26,531 40	68.84	2,349 85	3 per cent	4,147 98	39
		21.33	1,452 23	\$5 per mile	106 65	40
		6.00	449 56	\$5 per mile	30 00	41
\$10,065 98	\$10,065 98	54	27,051 15	4 per cent	584 30	42
1,104,792 22	1,084,960 57	841.29	7,166 66	4 per cent	241,166 27	43
58,318 50	873 96	93.49	1,768 26	\$5 per mile and 2½ per cent	1,071 06	44
		51.97	1,393 77	\$5 per mile	259 85	45
5,900 00		29.36	926 92	\$5 per mile	146 80	46
		2.00	666 00	\$5 per mile	10 00	47
\$6,199,968 17	\$6,661,887 34	7,171.87	\$4,055 17		\$2,275,753 73	

ITEMIZED STATEMENT OF EARNINGS—WHOLE LINE, 1906.

Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross freight receipts.	Gross passenger receipts.	Gross mail receipts.	Gross express receipts.	Gross receipts, extra baggage and storage.
Abbotsford & Northeastern	\$28,286 94	\$3,283 55	\$639 00	\$60 00	.....
Annapee & Western	38,180 85	30,046 45	3,039 72	2,197 39	\$697 24
Bayfield Transfer	12,187 82	655 90	18 91	.....	.....
Big Falls R'y Co.	10,215 25	335 97	285 12	.....	.....
Chicago, Milwaukee & St. Paul	41,988 461 16	11,752,246 70	1,680,751 24	1,133,818 55	191,624 60
Chicago & Northwestern	47,890,999 00	15,447,814 35	1,487,625 35	1,498,522 35	238,434 66
Chicago, St. Paul, Minneapolis & Omaha	9,142,757 29	3,711,536 76	274,989 99	274,963 23	62,293 09
Chicago, Burlington & Quincy	51,957,069 41	17,489,800 64	2,355,904 45	1,795,863 88	269,664 59
Chicago, Lake Shore & Eastern	3,749,841 74	.....	.....	.....	.....
Chicago, Harvard & Eastern	14,195 82	14,077 96	427 96	.....	.....
Chicago & Lake Superior	3,276 69	2,281 50	159 25	374 00	45 25
Chippewa River & Northern	10,086 97	96 56	.....	.....	.....
Chippewa Valley & Northern	13,826 36	.....	.....	.....	.....
Drummond & Southwestern	31,213 47	.....	.....	.....	.....
Duluth, South Shore & Atlantic	1,961,999 32	1,028,269 99	59,677 72	88,717 77	12,043 02
Dunbar & Wausaukee	22,549 55	764 41	.....	.....	.....
Fairchild & Northeastern	12,960 01	3,514 77	1,386 19	110 80	76 80
Great Northern	36,831,894 19	9,605,909 37	1,145,051 81	613,143 25	122,890 99
Green Bay & Western	466,736 64	129,325 41	17,831 99	5,847 61	2,655 05
Hawthorne, Nebagonon & Superior	53,251 76	256 50	.....	.....	.....
Hazelhurst & Southeastern	16,629 94	77 34	.....	134 37	.....
Hillsboro & Northeastern	9,834 69	3,860 43	224 16	393 40	135 48
Illinois Central	36,372,766 47	10,764,991 11	908,201 16	1,266,437 23	175,694 98
Iola & Northern	5,566 59	1,376 13	225 28	55 86	.....
J. R. Davis Lumber Co., Logging R'y	993 09	.....	.....	.....	.....
Kewaunee, Green Bay & Western	103,003 73	29,147 85	3,868 64	1,063 84	546 98
La Crosse and Southeastern	37,446 67	39,219 16	1,276 23	1,599 96	.....
Lake Superior Terminal & Transfer .....	.....	.....	.....	.....	276 40
Laona & Northern	20,414 59	246 80	.....	.....	.....
Marathon County R'y Co.	9,532 00	.....	.....	.....	.....
Marquette, Tomahawk & Western	57,441 13	5,143 09	1,207 89	180 00	.....
Mineral Point & Northern	56,568 48	7,975 04	653 12	1,200 00	.....
Minneapolis, St. Paul & Sault Ste. Marie	8,866,081 20	2,664,336 79	262,960 89	182,208 66	23,643 96

Northern Pacific.....	46,636,587 06	15,122,603 74	990,499 57	1,081,627 03	200,408 37
Northwestern Coal R'y Co.....	21,144 43				
Oshkosh Transportation Co.....					
Roddis Lumber & Veneer Co., Logging R'y.....	354 00				
Robbles R'y Co.....	21,608 14				
Stanley, Merrill & Phillips.....	129,030 85				
Snyder & Southeastern.....	30,976 01	7,720 22		75 99	2 25
Whitcomb & Morris.....	2,697 36				
Winona Bridge R'y Co.....	5,395 413 41				
Wisconsin Central.....	194,968 36	1,555,080 16	127,423 41	150,244 67	16,707 01
Wisconsin & Michigan.....	46,134 70	37,565 79	3,038 72	616 31	107 03
Wisconsin Western.....		16,110 67	3,088 81	5,962 92	421 63
Mattoon.....	24,869 51	1,532 96	*781 96		
Minneapolis, St. Paul & Ashland.....					
Total.....	\$291,289,071 66	\$89,476,713 11	\$9,333,718 59	\$7,996,439 07	\$1,303,384 33

* Includes express.

ITEMIZED STATEMENT OF EARNINGS—WHOLE LINE, 1906—Continued.

Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross receipts, other items.	Gross receipts, elevators.	Gross receipts, storehouses.	Net receipt, land department.
Abbotsford & Northeastern.....	\$1,024 71			
Ahnapee & Western.....	262 00			
Bayfield Transfer.....	10 65			
Big Falls R'y Co.....				
Chicago, Milwaukee & St. Paul.....	1,196,667 67	\$25,843 94		
Chicago & Northwestern.....	394,203 54			
Chicago, St. Paul, Minneapolis & Omaha.....	44,026 41			\$61,818 89
Chicago, Burlington & Quincy.....	1,961,117 13			\$235 00
Chicago, Lake Shore & Eastern.....				
Chicago, Harvard & Geneva Lake.....	15 00			
Chicago & Lake Superior.....	20 60			
Chippewa River & Northern.....				
Chippewa Valley & Northern.....				
Drummond & Southwestern.....				
Duluth, South Shore & Atlantic.....	54,339 59			
Dunbar & Wausaukee.....	500 00			
Fairchild & Northeastern.....				
Great Northern.....	562,459 54			
Green Bay & Western.....	380 19			
Hawthorne, Nebagamon & Superior.....				
Hazelhurst & Southwestern.....				
Hillsboro & Northeastern.....				
Illinois Central.....	4,789,090 12			687 03
Iola & Northern.....				
J. R. Dav's Lumber Co., Logging R'y.....				
Kewaunee, Green Bay & Western.....	23 00			
La Crosse & Southeastern.....				
Lake Superior Terminal & Transfer.....	120 00			578 77
Laona & Northern.....				
Marathon County R'y Co.....				
Marquette, Tomahawk & Western.....	40 90			
Mineral Point & Northern.....	249 68			
Minneapolis, St. Paul & Sault Ste. Marie.....	198,845 14			
Northern Pacific.....	923,750 54			

Northwestern Coal R'y Co.....					
Oakosh Transportation Co.....					
Roddis Lumber & Veneer Co., Logging R'y.....					
Robbins R'y Co.....	42 75				
Stanley, Merrill & Phillips.....					
Superior & Southeastern.....					
Whitcomb & Morris.....					
Winona Bridge R'y Co.....	† 77,862 79				
Wisconsin Central.....	28,566 20				177,687 68
Wisconsin & Michigan.....					
Wisconsin Western.....	720 61				
Mattoon.....					
Minneapolis, St. Paul & Ashland.....					
Total.....	\$10,169,327 32	\$25,883 94	\$578 77		\$239,908 60

† Tolls.

‡ Deficit.

ITEMIZED STATEMENT OF EARNINGS—WHOLE LINE, 1906—Continued.
Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross amount received or charged for switching.	Gross amount extended for switching.	Gross amount received or charged for car mileage.	Gross amount expended for car mileage.	Gross amount received or charged for rentals of yards, tracks, and terminals.
Abbotsford & Northeastern.....					
Ahnapee & Western.....					
Bayfield Transfer.....					
Big Falls R'y.....	\$711,688 51	\$1,049,728 20	\$1,513,042 65	\$1,916,616 38	*\$247,303 92
Chicago, Milwaukee & St. Paul.....					
Chicago & Northwestern.....					
Chicago, St. Paul, Minneapolis & Omaha.....	116,344 40	48,435 28	570,044 03	483,721 73	45,371 01
Chicago, Burlington & Quincy.....	970,679 78	734,835 09		615,182 39	
Chicago, Lake Shore & Eastern.....	328,312 68		239,299 01		
Chicago, Harvard & Geneva Lake.....					
Chicago & Lake Superior.....					
Chippewa River & Northern.....					
Chippewa Valley & Northern.....		19,370 86		421,498 62	6,005 15
Drummond & Southwestern.....					
Duluth, South Shore & Atlantic.....					
Dunbar & Wausaukee.....					
Fairchild & Northeastern.....					
Great Northern.....	196 00	76 00		206 76	
Green Bay & Western.....	396,361 11	145,973 37	329,819 19	220,218 29	243,454 05
Hawthorne, Nebigamon & Superior.....	12,233 00		1,052 02		
Hazelhurst & Southeastern.....	42,596 00				
Hillsboro & Northeastern.....					
Illinois Central.....		128,305 28	2,108,567 72	1,917,635 97	376,312 97
Iola & Northern.....	402,407 11				
J. R. Davis Lumber Co. Logging R'y.....					
Keweenaw, Green Bay & Western.....			4,044 89		
La Crosse & Southeastern.....					
Lake Superior Terminal & Transfer.....			353 28		
Laona & Northern.....	17,093 75				
Marathon County R'y Co.....					

Marquette, Tomahawk & Western.....	142 00	288 83	
Mineral Point & Northern.....			
Minneapolis, St. Paul & Sault Ste. Marie.....	12,244 08		
Norfolk Pacific.....			
Northwestern Coal R'y Co.....			
Northwestern Transportation Co.....			
Oshkosh Transportation Co.....			
Roddis Lumber & Vencer Co., Logging R'y.....			12,356 00
Robbins R'y Co.....			
Stanley, Merrill & Phillips.....	1,715 70	72	
Superior & Southeastern.....			
Whitcomb & Morris.....			
Winona Bridge R'y Co.....	10,041 04	344,940 01	
Wisconsin Central.....	12,207 70	313,862 99	15,241 45
Wisconsin & Michigan.....			9,849 49
Wisconsin Western.....		2,546 74	259 92
Mattoon.....			
Minneapolis, St. Paul & Ashland.....			
Total.....	\$2,149,104 82	\$5,111,167 80	\$5,481,868 92
			\$956,153 96

*Gross amount expended for rentals of tracks, yards and terminals, \$668,237.71.

Net amount.

ITEMIZED STATEMENT OF EARNINGS—WHOLE LINE, 1906—Continued.

Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross amount of interest or dividends received on bonds owned.	Gross amount of interest or dividend received on stock owned.	Gross amount of interest on deposits.	Gross amount of miscellaneous income.	Repayments, overcharge to shippers, tickets re-deemed, and other deductions from earnings.
Abbotsford & Northeastern.....					
Alnapee & Western.....					
Asland, Odanah & Marengo.....					
Bayfield Transfer.....				\$25 00	
Big Falls R'y Co.....					
Chicago, Milwaukee & St. Paul.....	\$77,166 00	\$61,725 80	\$53,654 70	12,479 39	(1)
Chicago & Northwestern.....					
Chicago, St. Paul, Minneapolis & Omaha.....	1,910 88	122,535 00		33,184 26	241,573 40
Chicago, Burlington & Quincy.....			1,048 98	87,997 33	
Chicago, Lake Shore & Eastern.....					
Chicago, Harvard & Genewa Lake.....					
Chicago & Lake Superior.....					
Chippewa River & Northern.....					
Chippewa Valley & Northern.....				2,842 67	
Dennison & Southwestern.....				1,837 85	
Duluth, South Shore & Atlantic.....					
Dunbar & Wausaukee.....					
Fairchild & Northeastern.....			5,430 11	9,001 84	28,375 50
Great Northern.....	393,696 54	981,821 24	276,931 70	170,137 41	30 81
Green Bay & Western.....					
Hawthorne, Nebagamon & Superior.....					
Hazeburn & Southeastern.....					
Hillsboro & Northeastern.....					
Illinois Central.....	2,291,693 18	146,194 00			167 23
Iola & Northern.....				222,424 52	2,262,179 88
J. R. Davis Lumber Co., Logging R'y.....					
Kewaunee, Green Bay & Western.....					
La Crosse and Southeastern.....					
Lake Superior Terminal & Transfer.....	1,424 96				

Laona & Northern.....									
Marathon County R'y Co.....									
Marquette, Tomahawk & Western.....									
Mineral Point & Northern.....									
Minneapolis, St. Paul & Sault Ste. Marie.....									27,010 18
Northern Pacific.....								1,775,973 71	304,296 29
Northwestern Coal R'y Co.....									
Oakleaf Transportation Co.....									
Raddia Lumber & Veneer Co., Logging R'y.....									
Robbing R'y Co.....									
Standley, Merrill & Phillips.....									322 54
Snyder & Southwestern.....									
Whitcomb & Morris.....									
Winona Bridge R'y Co.....									
Wisconsin Central.....								42,868 13	107,348 07
Wisconsin & Michigan.....									
Wisconsin Western.....									
Mattoon.....									
Minneapolis, St. Paul & Ashland.....									
Total.....	\$3,235,393 23	\$1,451,339 74	\$1,297,615 87	\$2,358,871 66	\$2,971,303 90				

† Included in "Gross amount of Miscellaneous Income."

‡ Report "No account kept."

ITEMIZED STATEMENT OF EARNINGS—WISCONSIN, 1906.
Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross freight receipts.	Gross passenger receipts.	Gross mail receipts.	Gross express receipts.	Gross receipts, extra baggage and storage.
Abbotsford & Northeastern.....	\$28,296 94	\$3,283 55	\$639 00	\$60 00	\$697 24
Annapoe & Western.....	38,180 86	30,046 45	3,039 72	2,197 39	.....
Bayfield Transfer.....	12,187 82	655 90	18 91	.....	.....
Big Falls R'y Co.....	10,215 25	335 97	285 12	.....	.....
Chicago, Milwaukee & St. Paul.....	12,126,562 91	3,546,696 06	634,710 96	345,653 24	52,720 65
Chicago & Northwestern.....	13,527,622 39	4,120,250 26	327,870 87	439,711 76	73,097 77
Chicago, St. Paul, Minneapolis & Omaha.....	4,361,206 21	1,655,779 95	95,130 57	149,989 99	27,550 86
Chicago, Burlington & Quincy.....	2,757,215 92	618,060 63	36,107 04	16,199 82	10,331 72
Chicago, Lake Shore & Eastern.....	35,370 00	.....	.....	.....	.....
Chicago, Harvard & Geneva Lake.....	7,097 91	7,093 98	213 98	.....	.....
Chippewa River & Superior.....	3,276 69	2,281 50	159 26	374 00	45 25
Chippewa Valley & Northern.....	10,066 97	96 55	.....	.....	.....
Diamond & Southwestern.....	13,828 36	.....	.....	.....	.....
Duluth, South Shore & Atlantic.....	31,213 47	.....	.....	.....	.....
Dunbar & Wausaukee.....	225,374 84	131,796 68	9,919 56	3,334 59	856 83
Fairchild & Northeastern.....	22,549 55	764 41	.....	.....	.....
Great Northern.....	12,960 01	3,514 77	1,386 19	110 80	76 80
Green Bay & Western.....	1,174,491 10	103,031 92	4,246 46	4,326 86	1,153 3
Hawthorne, Nebrammon & Superior.....	465,287 63	127,803 09	17,713 11	5,908 63	2,655 06
Hazelhurst & Southeastern.....	453,251 76	.....	256 60	.....	.....
Hillsboro & Northeastern.....	16,629 94	77 34	.....	134 37	.....
Illinois Central.....	9,834 69	3,360 43	224 16	383 40	135 48
Iola & Northern.....	74,589 14	39,439 61	6,597 78	12,022 13	750 94
J. R. Davis Lumber Co., Logging R'y.....	5,566 59	1,376 18	225 23	55 86	.....
Kewaunee, Green Bay & Western.....	993 09	29,147 85	3,365 64	1,033 84	546 98
La Crosse and Southeastern.....	103,003 73	39,219 16	1,275 23	1,599 96	.....
Lake Superior Terminal & Transfer.....	37,446 67	.....	.....	.....	276 40
Laona & Northern.....	20,414 59	246 80	.....	.....	.....
Marathon County R'y Co.....	79,332 00	.....	.....	.....	.....
Marquette, Tomahawk & Western.....	57,441 13	5,143 09	1,207 89	190 00	.....
Mineral Point & Northern.....	56,658 48	7,975 04	.....	1,200 00	.....
Minneapolis, St. Paul & Sault Ste. Marie.....	1,486,338 86	335,365 84	48,107 63	31,347 19	3,626 95
Northern Pacific.....	351,576 96	175,888 47	6,161 93	17,425 24	2,203 82

[illegible]

† Includes passenger receipts.

- ! Includes passenger
- ! Includes express.

ITEMIZED STATEMENT OF EARNINGS—WISCONSIN, 1906—Continued.
Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross receipts, other items.	Gross receipts, elevators.	Gross receipts, storehouses.	Net receipts, land department.
Abbotsford & Northeastern.....	\$1,024 17			
Ahnapee & Western.....	252 00			
Bayfield Transfer.....	10 65			
Big Falls R'y Co.....		\$14,219 47		
Chicago, Milwaukee & St. Paul.....	*358,178 71			
Chicago & Northwestern.....	69,635 94			
Chicago, St. Paul, Minneapolis & Omaha.....	22,681 66			
Chicago, Burlington & Quincy.....	15,889 87			
Chicago, Lake Shore & Eastern.....				
Chicago, Harvard & Geneva Lake.....				
Chicago & Lake Superior.....	30 60			
Chippewa River & Northern.....				
Chippewa Valley & Northern.....				
Drummond & Southwestern.....	9,402 28			
Dunhill, South Shore & Atlantic.....	500 00			
Dunbar & Wausaukee.....				
Fairchild & Northeastern.....				
Great Northern.....	6,311 02			
Green Bay & Western.....	380 19			
Hawthorne, Nebagamon & Superior.....				
Hazelhurst & Southeastern.....				
Hillsboro & Northeastern.....				
Illinois Central.....	1,339 83			
Iola & Northern.....				
J. R. Davis Lumber Co., Logging R'y.....				
Kewaunee, Green Bay & Western.....	23 00			
La Crosse and Southeastern.....				
Lake Superior Terminal & Transfer.....	120 00		578 77	
Lanum & Northern.....				
Manitowish County R'y Co.....				
Marquette, Tomahawk & Western.....	40 00			
Mineral Point & Northern.....	249 68			
Minneapolis, St. Paul & Sault Ste. Marie.....	20,471 86			
Northern Pacific.....	29,118 93			

ITEMIZED STATEMENT OF EARNINGS—WISCONSIN, 1906—Continued.
Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross amount received or charged for switching.	Gross amount expended for switching.	Gross amount received or charged for car mileage.	Gross amount expended for car mileage.	Gross amount received or charged for rentals of yards, tracks and terminals.
Abbotsford & Northeastern.....					
Annapee & Western.....					
Bayfield Transfer.....					
Big Falls R'y Co.....					
Chicago, Milwaukee & St. Paul.....	\$174,648 36	\$257,603 30	\$371,300 67	\$470,337 66	*\$90,688 38
Chicago & Northwestern.....					
Chicago, St. Paul, Minneapolis & Omaha.....	34,068 10	1861 03	\$254,481 82	\$215,896 21	\$9,117 20
Chicago, Burlington & Quincy.....	1,076 52	2,247 00		24,211 04	
Chicago, Lake Shore & Eastern.....	69,388 50		760 57		
Chicago, Harvard & Geneva Lake.....					
Chicago & Lake Superior.....					
Chippewa River & Northern.....					
Chippewa Valley & Northern.....					
Dennison & Southwestern.....					
Daulton, South Shore & Atlantic.....					
Dunbar & Wausaukee.....		2,861 08		\$3,175 35	294 85
Fairchild & Northeastern.....					
Great Northern.....	196 00	76 00		206 76	
Green Bay & Western.....	24,654 33	17,978 60	2,211 45	2,403 21	115,577 04
Hawthorne, Nebagamon & Superior.....	12,233 00		1,052 02		
Hazeburn & Southwestern.....	12,596 00				
Hillsboro & Northeastern.....					
Illinois Central.....	626 50				
Iowa & Northern.....					
J. R. Davis Lumber Co., Logging R'y.....					
Kewaunee, Green Bay & Western.....			4,044 89		
La Crosse & Southeastern.....					
Lake Superior Terminal & Transfer.....			358 28		
Laona & Northern.....	17,083 75				
Marathon County R'y Co.....					
Marquette, Tomahawk & Western.....		142 00		288 33	
Mineral Point & Northern.....					

Minneapolis, St. Paul & Sault Ste. Marie.....	3,202 93	6,217 68			4,944 82
Northern Pacifc.....					12,356 00
Northwestern Coal R'y Co.....					
Oakosh Transportation Co.....					
Roddis Lumber & Veneer Co., Logging R'y.....					
Robbins R'y Co.....	1,715 70			72	
Stanley, Merrill & Phillips.....					
Superior & Southeastern.....					
Whitcomb & Morris.....					
Winona Bridge R'y Co.....	4,279 40	291,967 23	285,729 83		4,367 56
Wisconsin Central.....		8,493 02			7,386 04
Wisconsin & Michigan.....			2,546 74		259 92
Wisconsin Western.....					
Mattoon.....	1,323 00				
Minneapolis, St. Paul & Ashland.....					
Total	\$347,081 09	\$304,973 41	\$926,166 93	\$384,736 84	\$215,000 81

* Gross amount expended for rentals of tracks, yards and terminals, \$163,985.53.
† Net amount.
‡ Miles owned basis.
§ Miles operated basis.

ITEMIZED STATEMENT OF EARNINGS—WISCONSIN, 1906—Continued.
Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending December 31, 1906.

Name of Company.	Gross amount of interest or dividends received on bonds owned.	Gross amount of interest or dividends received on stocks owned.	Gross amount of interest on deposits.	Gross amount of miscellaneous income.	Repayments, overcharge to shippers, tickets redeemed and other deductions from earnings.
Abbotsford & Northeastern.....					
Ahnapee & Western.....				\$25 00	
Bayfield Transfer.....					
Big Falls Ry. Co.....					
Chicago, Milwaukee & St. Paul.....	\$18,936 54	\$15,147 51	\$13,166 86	3,062 44	
Chicago & Northwestern.....					\$170,884 91
Chicago, St. Paul, Minneapolis & Omaha.....				3,682 00	
Chicago, Burlington & Quincy.....					
Chicago, Lake Shore & Eastern.....					
Chicago, Harvard & Geneva Lake.....					
Chicago & Lake Superior.....					
Chippewa River & Northern.....				2,842 67	
Chippewa Valley & Northern.....				1,837 35	
Drummond & Southwestern.....					
Duluth, South Shore & Atlantic.....			1,031 96	87 50	3,470 93
Dunbar & Wausaukee.....					30 81
Fairchild & Northeastern.....				1,882 44	
Great Northern.....					
Green Bay & Western.....					
Hawthorne, Nebagamon & Superior.....					
Hazelhurst & Southeastern.....					167 23
Hillsboro & Northeastern.....					5,113 39
Iola & Northern.....					
J. R. Davis Lumber Co., Logging Ry.....					
Kewanee Green Bay & Western.....					
La Crosse and Southeastern.....					
Lake Superior Terminal & Transfer.....	1,434 96				
Laona & Northern.....					
Marathon County Ry. Co.....					
Marquette, Tomahawk & Western.....					
Mineral Point & Northern.....					

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Minneapolis, St. Paul & Sault Ste. Marie.....				2,312 02	3,519 84
Northern Pacific.....				22,511 65	
Northwestern Coal Ry. Co.....					
Oakbech Transportation Co.....					
Robb's Lumber & Veneer Co., Logging Ry.....					322 64
Robbins Ry. Co.....					
Stanley, Merrill & Phillips.....					
Superior & Southeastern.....					
Whitcomb & Morris.....					
Winona Bridge Ry. Co.....		17,345 14		39,030 31	95,014 88
Wisconsin Central.....					
Wisconsin Western.....					
Mattoon.....					
Minneapolis, St. Paul & Ashland.....					
Total	\$15,147 51	\$31,543 96		\$77,373 38	\$278,623 98
		\$23,395 74			

SUMMARY OF EARNINGS—
Of Roads Operating in Wisconsin as Reported to the

Name of Company.	Passenger	
	Wisconsin.	Whole line.
1. Abbotsford & Northeastern	\$3,283 55	\$3,283 55
2. Ahnapee & Western	30,046 45	30,046 45
3. Bayfield Transfer	655 90	655 90
4. Big Falls Ry. Co.	335 97	335 97
5. Chicago, Milwaukee & St. Paul.....	3,546,606 06	11,752,246 70
6. Chicago & Northwestern	4,130,250 26	15,447,814 35
7. Chicago, St. Paul, Minneapolis & Omaha	1,045,202 57	3,686,957 94
8. Chicago, Burlington & Quincy	618,000 63	17,480,809 64
9. Chicago, Lake Shore & Eastern		
10. Chicago, Harvard & Geneva Lake	7,038 98	14,977 96
11. Chicago & Lake Superior	2,281 50	2,281 50
12. Chippewa River & Northern	96 55	96 55
13. Chippewa Valley & Northern		
14. Drummond & Southwestern		
15. Duluth, South Shore & Atlantic.....	132,653 51	1,040,313 01
16. Dunbar & Wausaukee	764 41	764 41
17. Fairchild & Northeastern	3,591 57	3,591 57
18. Great Northern	103,031 92	9,005,909 37
19. Green Bay & Western	127,803 00	129,325 41
20. Hawthorne, Nebagamou & Superior	256 50	256 50
21. Hazelhurst & Southeastern	77 34	77 34
22. Hillsboro & Northeastern	3,495 91	3,495 91
23. Illinois Central	39,439 61	10,764,991 11
24. Iola & Northern	1,376 18	1,376 18
25. J. R. Davis Lumber Co., Logging Ry.....		
26. Kewaunee, Green Bay & Western	29,147 85	29,147 85
27. La Crosse & Southeastern	39,219 16	39,219 16
28. Lake Superior Terminal & Transfer.....		
29. Laona & Northern	246 80	246 80
30. Marathon County Ry. Co.		
31. Marinette, Tomahawk & Western	5,143 09	5,143 09
32. Mineral Point & Northern	7,975 04	7,975 04
33. Minneapolis, St. Paul & Sault Ste. Marie	335,385 84	2,664,336 79
34. Northern Pacific	178,092 29	15,323,007 11
35. Northwestern Coal Ry. Co.		
36. Oshkosh Transportation Co.		
37. Roddis Lumber & Veneer Co., Logging Ry.....		
38. Robbins Ry. Co.		
39. Stanley, Merrill & Phillips.....	7,720 22	7,720 22
40. Superior & Southeastern		
41. Whitcomb & Morris		
42. Winona Bridge Ry. Co.		
43. Wisconsin Central	1,263,683 02	1,571,777 17
44. Wisconsin & Michigan	22,331 02	37,565 79
45. Wisconsin Western	16,110 67	16,110 67
46. Mattoon	1,532 96	1,532 96
47. Minneapolis, St. Paul & Ashland.....		
Total	\$12,293,026 42	\$59,681,489 97

¹ Baggage storage, rent of offices, switching charges, etc.

² Tolls.

WISCONSIN AND WHOLE LINE, 1906.

Railroad Commission for Year Ending December 31, 1906.

Freight.		Mail, express and transportation and car companies and all other sources.		Total.		%
Wisconsin.	Whole line.	Wisconsin.	Whole line.	Wisconsin.	Whole line.	
\$28,206 04	\$28,206 04	\$1,723 17	\$1,723 17	\$33,303 06	\$33,303 06	1
38,180 85	38,180 85	6,180 35	6,180 35	74,413 65	74,413 65	2
12,187 82	12,187 82	54 56	54 56	12,838 28	12,838 28	3
10,215 27	10,215 27	285 12	285 12	10,836 34	10,836 34	4
12,126,562 91	41,998,461 16	1,366,240 16	4,228,746 00	17,089,499 13	57,979,453 89	5
13,527,622 39	47,380,999 00	910,226 34	3,608,785 90	18,558,158 99	66,437,599 25	6
4,200,808 68	8,925,762 71	363,036 79	858,939 42	6,209,138 04	13,471,660 07	7
2,757,215 92	51,957,069 41	79,004 97	6,849,395 82	3,454,881 52	76,296,274 87	8
35,370 06	3,749,341 74	73,831 07	656,657 35	109,201 07	4,405,990 09	9
7,067 91	14,195 85	221 48	442 96	14,358 37	28,716 77	10
3,276 68	3,276 68	509 11	509 11	6,157 30	6,157 30	11
10,006 97	10,006 97	.....	.....	10,193 52	10,193 52	12
13,326 36	13,326 36	1,937 35	1,937 35	15,263 71	15,263 71	13
31,213 47	31,213 47	.....	.....	31,213 47	31,213 47	14
227,374 84	1,961,999 32	24,070 74	173,172 18	382,069 09	3,175,484 51	15
22,549 55	22,549 55	500 00	500 00	23,813 96	23,813 96	16
13,100 01	13,100 01	1,496 99	1,496 99	18,188 57	18,188 57	17
1,174,491 10	36,331,894 19	160,261 91	5,238,766 83	1,437,784 93	51,176,570 39	18
465,287 63	466,795 64	39,842 00	29,990 86	632,032 72	636,120 91	19
53,261 76	53,261 76	2,500 00	2,500 00	56,114 26	56,114 26	20
16,629 94	16,629 94	134 37	134 37	16,841 65	16,841 65	21
9,834 69	9,834 69	617 56	617 56	13,948 16	13,948 16	22
74,509 14	36,372,766 47	20,710 68	7,139,423 49	134,749 43	54,277,181 07	23
5,566 54	5,566 54	281 14	281 14	7,223 91	7,223 91	24
963 00	963 00	.....	.....	963 09	963 09	25
103,003 73	103,003 73	9,065 82	9,065 85	141,216 93	141,216 93	26
37,446 67	37,446 67	4,310 21	4,310 20	80,976 03	80,976 03	27
.....	.....	118,427 26	118,427 20	118,427 20	118,427 20	28
20,414 59	20,414 59	.....	.....	20,661 39	20,661 39	29
9,332 06	9,332 06	.....	.....	9,332 00	9,332 06	30
57,441 15	57,441 15	1,427 89	1,427 89	64,012 11	64,012 11	31
56,058 48	56,058 48	2,117 80	2,117 80	66,751 32	66,751 32	32
1,497,338 86	8,756,330 62	168,768 63	821,063 44	1,919,493 33	12,242,330 85	33
361,575 95	46,636,587 06	52,706 15	2,905,867 14	622,374 39	64,955,461 31	34
21,144 43	21,144 43	.....	.....	21,144 43	21,144 43	35
.....	.....	12,356 00	12,356 00	12,356 00	12,356 00	36
354 00	354 00	.....	.....	354 00	354 00	37
21,608 14	21,608 14	.....	.....	21,608 14	21,608 14	38
128,708 31	128,708 31	1,836 69	1,836 69	138,265 22	138,265 22	39
30,976 01	30,976 01	.....	.....	30,976 01	30,976 01	40
2,697 36	2,697 36	.....	.....	2,697 36	2,697 36	41
.....	.....	214,607 62	227,962 79	14,007 62	27,802 79	42
4,409,923 06	5,885,413 41	274,550 77	347,462 75	6,089,156 87	7,304,653 33	43
139,841 34	194,958 36	2,207 14	3,750 06	164,379 50	236,274 21	44
46,134 76	46,134 76	10,193 92	10,193 92	72,439 20	72,439 20	45
24,809 51	24,809 51	781 95	781 95	27,214 42	27,214 42	46
.....	.....	1,322 00	1,322 00	1,322 00	1,322 00	47
\$41,941,748 79	\$290,902,123 98	\$3,569,197 17	\$33,069,186 71	\$57,803,972 38	\$413,712,800 06	

TOTAL AMOUNTS PAID.—

By Railroads Operating in Wisconsin as Reported to the Railroad

Name of Company.	Construction.	Equipment.	Operation.
1. Abbotsford & Northeastern		\$1,500 00	\$33,878 13
2. Ahnapee & Western			44,926 54
3. Bayfield Transfer	\$506 58	4,719 10	26,003 07
4. Big Falls Ry. Co.			10,403 40
5. Chicago, Milwaukee & St. Paul	17,718,443 39	3,274,157 62	\$35,212,127 43
6. Chicago & Northwestern		\$2,225,367 37	42,549,249 49
7. Chicago, St. Paul, Mpls. & Omaha.	1,118,612 46	278,620 31	8,563,367 34
8. Chicago, Burlington & Quincy	5,489,851 06	3,339,975 89	64,139,133 37
9. Chicago, Lake Shore & Eastern	313,394 96	\$1,259,896 22	2,573,167 69
10. Chicago, Harvard & Geneva Lake..	\$4,034 68		23,237 75
11. Chicago & Lake Superior			5,250 68
12. Chippewa River & Northern			6,790 80
13. Chippewa Valley & Northern	59,573 31	4,737 87	12,860 31
14. Drummond & Southwestern			27,842 77
15. Duluth, South Shore & Atlantic ...	300,037 63	222,011 83	2,116,191 78
16. Dunbar & Wausaukee			
17. Fairchild & Northeastern	10,526 09	1,520 98	17,922 61
18. Great Northern		6,596,674 72	26,667,990 46
19. Green Bay & Western			396,215 61
20. Hawthorne, Nebagamon & Superior			41,109 38
21. Hazelhurst & Southeastern			11,896 97
22. Hillsboro & Northeastern		865 44	7,068 40
23. Illinois Central	2,404,597 30	3,020,343 55	36,468,246 76
24. Iola & Northern			5,472 42
25. J. R. Davis Lbr. Co., Logging Ry.	11,787 43	17,402 03	26,201 11
26. Kewaunee, Green Bay & Western..			85,143 28
27. La Crosse & Southeastern		975 00	36,029 18
28. Lake Superior Terminal & Transfer			100,270 40
29. Laona & Northern	19,956 92	8,647 39	14,820 36
30. Marathon County Ry. Co.	1,705 76		10,006 31
31. Marinette, Tomahawk & Western..			52,323 31
32. Mineral Point & Northern	2,027 56	6,859 79	46,135 37
33. Mpls., St. Paul & Sault Ste. Marie	3,203,558 06	2,075,029 81	6,529,274 55
34. Northern Pacific	5,788,518 30	7,282,681 72	33,396,032 81
35. Northwestern Coal Ry. Co.			21,815 49
36. Oshkosh Transportation Co.			2,976 02
37. Roddis Lumber & Veneer Co.			6,128 93
38. Robbins Ry. Co.	379 11		5,056 79
39. Stanley, Merrill & Phillips	6,355 92	4 13	116,907 43
40. Superior & Southeastern	47,643 21	15,707 13	21,680 80
41. Whitcomb & Morris	250 00	250 00	2,300 00
42. Winona Bridge Ry. Co.			3,216 51
43. Wisconsin Central	4,004,808 82	162,007 24	4,064,157 06
44. Wisconsin & Michigan	68,694 74	\$17,431 83	181,766 56
45. Wisconsin Western			42,308 16
46. Mattoon	3,390 47	1,062 45	6,841 10
47. Minneapolis, St. Paul & Ashland..		2,025 00	1,264 57
Total	\$30,808,653 84	\$20,786,230 56	\$254,222,022 77

¹ Less credits.² Excluding taxes.³ Includes construction.⁴ Sinking funds.⁵ Includes \$1,170,922.72 equipment trusts.⁶ Equipment and construction.⁷ Items not given in report.⁸ Credit.

REPORT OF THE RAILROAD COMMISSION.

273

WHOLE LINE, 1906.

Commission for the Year Ending December 31, 1906.

Taxes.	Interest.	Rentals.	Dividends.	All other purposes.	Total amount paid during the year ending Dec. 31, 1906.	No.
\$1,737 34	\$6,720 00			\$0 10	\$33,835 50	1
2,329 65	27,483 33				74,689 62	2
465 58	366 25	\$37 83			33,098 41	3
284 54	300 00				10,987 94	4
2,112,627 20	5,949,540 00		\$7,547,211 00	206 46	61,814,313 10	5
2,510,636 68	7,971,482 72	59,075 96	6,483,068 00	*225,000 00	62,023,879 23	6
612,820 84	1,551,411 00	126,965 87	2,086,861 00	600,000 00	14,938,658 83	7
1,982,436 88	7,410,457 98		7,758,737 00	1,172,342 13	81,392,932 75	8
22,510 05	294,017 64	500,000 00		581,981 63	6,544,967 83	9
469 49	1,916 40				29,701 41	10
72 58		28 20			5,351 46	11
477 29				4,112 11	11,380 20	12
261 08				938 85	78,372 22	13
512 18	3,000 00				31,354 95	14
302,631 12	878,745 05	43,210 54			3,952,827 65	15
				*16,061 64	*16,061 64	16
1,252 00	12,497 10	15 00			43,739 73	17
1,730,510 40	2,844,618 54	4,001,021 06	10,023,969 40	20,467,930 88	71,828,045 61	18
21,460 87		3,550 08	155,000 00		575,226 06	19
					41,849 20	20
284 54					12,181 51	21
125 21	1,030 75			4,004 10	13,123 90	22
2,805,779 27	4,701,045 00	2,884,971 74	6,652,800 00		58,337,783 62	23
96 74					5,569 16	24
448 88				106 50	55,987 50	25
5,075 22	20,400 00	104 00			110,726 51	26
3,643 06	37,500 00	3,000 00			81,148 11	27
634 13	11,700 00				112,604 53	28
284 54	4,480 89				48,190 80	29
375 00					12,987 07	30
2,388 11	21,006 72				75,720 14	31
2,803 20	19,804 79	2,424 96			80,115 67	32
644,970 31	1,914,488 25	113,622 85	1,038,689 00	1,122,902 98	16,773,545 81	33
2,505,749 00	7,005,020 00	160,469 30	10,850,000 00	6,320,428 33	73,307,994 05	34
1,331 49	11,000 00				34,145 98	35
1,273 15			8,075 00		12,324 17	36
					6,126 93	37
523 56	2,160 32	10,316 20		3,793 16	22,229 14	38
1,308 91	30,868 07				155,274 46	39
113 81					85,144 95	40
113 81					2,913 81	41
2,192 57	19,300 00				24,609 08	42
306,690 85	1,135,740 43	378,281 84		37,009 91	10,778,226 67	43
2,845 47	1,606 85	10,629 49		*32,655 34	205,254 94	44
6,975 12					49,283 28	45
634 92	5,900 00			13 27	17,912 21	46
		225 48			3,515 05	47
\$15,000,196 35	\$41,395,337 16	\$3,387,954 40	\$52,009,450 40	\$30,595,067 76	\$262,804,583 26	

TOTAL AMOUNTS PAID.—

By Wisconsin Roads as Reported to the Railroad Commission

Name of Company.	Construction.	Equipment.	Operation.
1. Abbotsford & Northeastern		\$1,500 00	\$23,378 12
2. Ahnapee & Western			44,926 54
3. Bayfield Transfer	\$508 58	4,719 10	26,008 07
4. Big Falls Ry. Co.			10,408 40
5. Chicago, Milwaukee & St. Paul ¹ ..	\$1,894,106 00	\$308,478 98	49,896,856 26
6. Chicago & Northwestern ¹ ..		\$649,453 21	10,490,866 42
7. Chicago, St. Paul, Mpls. & Omaha.	636,699 56	7129,586 80	\$4,144,831 98
8. Chicago, Burlington & Quincy	17,581 70	87,173 37	2,505,022 09
9. Chicago, Lake Shore & Eastern	5,007 92		61,386 72
10. Chicago, Harvard & Geneva Lake.	\$2,017 34		11,648 87
11. Chicago & Lake Superior			5,250 06
12. Chippewa River & Northern			6,790 88
13. Chippewa Valley & Northern	59,573 31	4,737 87	12,980 31
14. Drummond & Southwestern			27,842 77
15. Duluth, South Shore & Atlantic.....	(*)	(*)	312,533 34
16. Dunbar & Wausaukee			
17. Fairchild & Northeastern	10,526 09	1,520 98	17,928 61
18. Great Northern			758,808 24
19. Green Bay & Western			395,215 61
20. Hawthorne, Nebagamon & Superior			41,109 38
21. Hazelhurst & Southeastern			11,896 97
22. Hillsboro & Northeastern		865 44	7,098 40
23. Illinois Central	1,512 06		154,861 49
24. Iola & Northern			5,472 43
25. J. R. Davis Lbr. Co., Logging Ry.	11,787 43	17,408 68	26,301 11
26. Kewaunee, Green Bay & Western			85,143 24
27. La Crosse & Southeastern		975 00	36,029 18
28. Lake Superior Terminal & Transfer			100,270 40
29. Laona & Northern	19,856 92	8,647 82	14,820 36
30. Marathon County Ry. Co.	1,706 76		10,906 31
31. Marinette, Tomahawk & Western..			52,326 31
32. Mineral Point & Northern	2,027 56	6,959 79	46,135 37
33. Mpls., St. Paul & Sault Ste. Marie	3,130 06	387,828 77	1,090,377 50
34. Northern Pacific			550,807 50
35. Northwestern Coal Ry. Co.			21,815 49
36. Oshkosh Transportation Co.			2,976 08
37. Roddis Lbr. & V. Co., Logging Ry.			6,126 93
38. Robbins Ry. Co.	379 11		5,056 79
39. Stanley, Merrill & Phillips	6,355 92	4 13	116,907 43
40. Superior & Southeastern	47,643 21	15,707 13	21,680 80
41. Whitcomb & Morris	250 00	250 00	2,300 00
42. Winona Bridge Ry. Co.			1,686 22
43. Wisconsin Central	3,677,957 44	140,053 61	3,947,742 55
44. Wisconsin & Michigan	69,597 74	119,631 20	126,456 81
45. Wisconsin Western			42,308 16
46. Mattoon	3,390 47	1,082 45	6,841 10
47. Minneapolis, St. Paul & Ashland.		2,025 00	1,264 57
Total	\$6,455,042 16	\$2,110,239 69	\$35,078,280 83

¹ Proportional.² Less credit and based on miles of road.³ Miles of road basis.⁴ Revenue train mileage basis, taxes excluded.⁵ Actual.⁶ Equipment and construction.⁷ Proportional on miles owned basis.⁸ Proportional on train mileage basis.⁹ No correct basis for Wisconsin.¹⁰ Items not given.¹¹ Credit.

REPORT OF THE RAILROAD COMMISSION.

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WISCONSIN, 1906.

for that Year Ending December 31, 1906.

Taxes.	Interest.	Rentals.	Dividends.	All other purposes.	Total amount paid during year ending Dec. 31, 1906.	No.
\$1,737 34	\$6,720 00			\$0 10	\$33,825 56	1
2,229 66	27,483 35				74,639 52	2
465 58	366 25	\$27 83			32,098 41	3
284 54	300 00				10,987 94	4
\$892,202 86	\$1,460,017 12		\$1,852,065 58	\$50 67	16,578,796 77	5
618,968 67	1,968,194 98	7,823 43	1,600,698 64	55,553 51	15,290,972 81	6
320,247 38	7730,716 09		965,003 69		6,917,384 87	7
111,306 12	193,412 95		202,503 04	30,568 13	3,147,597 40	8
4,097 48	5,479 48	100,000 00		9,830 95	188,802 50	9
286 24	958 24				14,905 69	10
79 58		28 20			5,351 46	11
477 29				4,112 11	11,380 20	12
261 98				945 85	78,372 32	13
512 18	3,000 00				31,354 96	14
14,871 23	160,384 47	12,565 23			501,894 27	15
				\$16,061 64	\$16,061 64	16
1,252 00	12,497 10	16 00			43,739 78	17
84,302 08					843,104 40	18
21,460 87		3,550 08	155,000 00		575,226 50	19
730 82					41,849 20	20
284 54					12,181 51	21
125 21	1,000 75			4,004 10	13,123 90	22
11,475 36	\$6,256 95				254,106 85	23
96 74					5,569 16	24
443 83				102 30	55,937 50	25
5,075 23	20,400 00	108 00			110,726 51	26
3,643 98	\$7,500 00	3,000 00			81,148 11	27
634 18	11,700 00				112,604 53	28
284 54	4,480 89				43,190 60	29
375 00					12,987 67	30
2,358 11	21,006 72				75,720 14	31
2,863 20	19,804 70	2,424 96			30,115 67	32
77,979 73	\$83,054 42		171,073 72	55,852 93	2,113,897 12	33
36,890 65					587,504 15	34
1,331 49	11,000 00				34,146 98	35
1,273 15			8,075 00		12,324 17	36
					6,126 93	37
523 56	2,160 32			14,109 36	22,229 14	38
1,308 91	30,693 07				155,274 40	39
113 81					85,144 95	40
113 81					2,013 51	41
1,707 26	10,065 98				13,450 50	42
264,080 45	1,020,122 06	320,177 75		31,242 38	9,400,376 23	43
2,845 47	973 96	7,395 04		\$118,152 90	162,714 50	44
6,975 12					49,283 28	45
684 92	5,900 00		13 27		17,912 21	46
		225 48			3,515 05	47
\$2,488,914 68	\$6,229,064 86	\$458,371 00	\$4,955,352 87	\$206,304 33	\$57,981,590 30	

CAPITAL STOCK AND

Capital Stock and Dividends Declared by Railroads Operating in Wisconsin

Name of Company.	Number of shares authorized.		Par value of shares.
	Common.	Preferred.	
1. Abbotsford & Northeastern	1,200		\$100 00
2. Ahnapee & Western	5,000		100 00
3. Ashland, Odanah & Marengo	1,000		100 00
4. Bayfield Transfer	30,000		100 00
5. Big Falls Ry. Co.	10		100 00
6. Chicago, Milwaukee & St. Paul	(1)	(1)	100 00
7. Chicago & Northwestern	² 2,000,000		100 00
8. Chicago, St. Paul, Mpls & Omaha	300,000	200,000	100 00
9. Chicago, Burlington & Quincy	1,108,391		100 00
10. Chicago, Lake Shore & Eastern	27,000		100 00
11. Chicago, Harvard & Lake Geneva	1,500		100 00
12. Chicago & Lake Superior	10,000		100 00
13. Chippewa River & Northern	250		100 00
14. Chippewa Valley & Northern	150		1,000 00
15. Drummond & Southwestern	100		100 00
16. Duluth, South Shore & Atlantic	120,000	100,000	100 00
17. Duluth, Superior & W. Terminal	20,000		100 00
18. Great Northern	² 2,100,000		100 00
19. Green Bay & Western	25,000		100 00
20. Hawthorne, Nebagamon & Superior	500		100 00
21. Hazelhurst & Southeastern	4,000		25 00
22. Hillsboro & Northeastern	500		100 00
23. Illinois Central	950,400		100 00
24. Iola & Northern	17,000		100 00
25. Kewaunee, Green Bay & Western	4,800	2,000	100 00
26. La Crosse & Southeastern	10,000		100 00
27. Lake Superior Terminal & Transfer	12,000		100 00
28. Laona & Northern	500		100 00
29. Marathon County Ry. Co.	400		100 00
30. Marinette, Tomahawk & Western	10,000		100 00
31. Mineral Point & Northern	5,500		100 00
32. Mpls., St. Paul & Sault Ste. Marie	140,000	70,000	100 00
33. Northern Pacific	2,500,000		100 00
34. Northwestern Coal Ry. Co.	10,000		100 00
35. Oshkosh Transportation Co.	700		100 00
36. Robbins Ry. Co.	300		100 00
37. Stanley, Merrill & Phillips	1,000		100 00
38. Superior & Southeastern	500		100 00
39. Whitcomb & Morris	100		100 00
40. Winona Bridge Ry. Co.	4,000		100 00
41. Wisconsin Central	175,000	125,000	100 00
42. Wisconsin & Michigan	9,515		100 00
43. Wisconsin & Northern	10,000		100 00
44. Wisconsin Western			100 00
45. Mattoon Ry. Co.	100		100 00
46. Eastern Ry. Co. of Minnesota	² 160,000		100 00
Total	(4)	(4)	

¹ Not given.² Common and preferred stock not reported separately.³ Including \$70,000.00 stock of proprietary companies.⁴ Total omitted on account of the incompleteness of reports.

REPORT OF THE RAILROAD COMMISSION.

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DIVIDENDS, 1907—WHOLE LINE.

as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Total par value authorized.		Amount issued and outstanding.			Dividends declared during year.				No.
Common.	Preferred.	Common.	Preferred.	Total.	Common.		Preferred.		
					Rate.	Amount.	Rate.	Amount.	
\$120,000 00		\$120,000 00		\$120,000 00					1
500,000 00		439,500 00		439,500 00					2
100,000 00		100,000 00		100,000 00					3
3,000,000 00		1,675,400 00		1,675,400 00					4
1,000 00		1,000 00		1,000 00					5
(1)	(2)	83,133,900 00	949,808,400 00	132,992,300 00	3 1/2	\$4,988,226 50	3 1/2	\$3,479,068 00	6
\$200,000,000 00		\$108,082,730 97	22,398,954 56	\$124,421,685 53	7	6,118,577 50	8	1,791,600 00	7
30,000,000 00	20,000,000 00	21,408,268 35	12,646,838 29	34,050,126 62	7	1,226,916 50	7	787,976 00	8
110,839,100 00		110,839,100 00		110,839,100 00	7	7,758,737 00			9
3,780,000 00		2,760,000 00		2,760,000 00		1,600,000 00			10
150,000 00		150,000 00		150,000 00					11
1,000,000 00		18,000 00		18,000 00					12
		25,000 00		25,000 00					13
150,000 00		58,000 00		58,000 00					14
10,000 00		10,000 00		10,000 00					15
12,000,000 00	10,000,000 00	12,000,000 00	10,000,000 00	22,000,000 00					16
2,000,000 00		2,000,000 00		2,000,000 00	7	140,000 00			17
\$210,000,000 00		\$149,527,500 00		149,527,500 00	7	1,469,661 65			18
2,500,000 00		2,500,000 00		2,500,000 00	5	125,000 00			19
50,000 00		50,000 00		50,000 00					20
100,000 00		100,000 00		100,000 00	5	5,000 00			21
50,000 00		29,000 00		29,000 00					22
95,040,000 00		95,040,000 00		95,040,000 00	7	6,052,800 00			23
1,700,000 00		71,400 00		71,400 00					24
480,000 00	200,000 00	465,760 00	199,900 00	664,950 00					25
1,000,000 00		105,400 00		105,400 00					26
1,900,000 00		154,200 00		154,200 00					27
60,000 00		50,000 00		50,000 00					28
40,000 00		40,000 00		40,000 00					29
1,000,000 00		161,500 00		161,500 00					30
550,000 00		550,000 00		550,000 00					31
14,000,000 00	7,000,000 00	14,000,000 00	7,000,000 00	21,000,000 00	4	554,019 00	3 1/2	484,687 00	32
\$200,000,000 00		\$155,000,000 00		155,000,000 00	7	10,950,000 00			33
1,000,000 00		1,000,000 00		1,000,000 00					34
70,000 00		70,000 00		70,000 00	11	7,600 00			35
30,000 00		30,000 00		30,000 00					36
100,000 00		100,000 00		100,000 00					37
50,000 00									38
10,000 00		10,000 00		10,000 00					39
400,000 00		400,000 00		400,000 00					40
17,500,000 00	12,500,000 00	17,500,000 00	12,500,000 00	30,000,000 00					41
951,500 00		951,500 00		951,500 00					42
1,000,000 00		600,700 00		600,700 00					43
		521,400 00		521,400 00					44
10,000 00		4,000 00		4,000 00					45
\$16,000,000 00		16,000,000 00		16,000,000 00	6	\$960,000 00			46
.... (4) .....	.... (4)	\$991,836,274 30	114,553,337 85	1,006,391,602 15		\$42,478,591 15		\$3,543,326 00	47

CAPITAL STOCK AND DIVIDENDS,

Capital Stock of and Dividends Declared by Railroads in Wisconsin as Reported

Name of Company.	Number of shares authorized.		Par value of shares.	Total par value authorized.	
	Common.	Preferred.		Common.	Preferred.
1. Abbotsford & Northeastern	1,200		\$100 00	\$120,000 00	
2. Ahnapee & Western	5,000		100 00	500,000 00	
3. Ashland, Odanah & Merango	1,000		100 00	100,000 00	
4. Bayfield Transfer	30,000		100 00	3,000,000 00	
5. Big Falls Ry. Co.	10		100 00	1,000 00	
6. Chi., Mil. & St. Paul. ¹	... (2)		100 00	... (2)	
7. Chicago & Northwestern	507,604		100 00	\$50,760,435 06	
8. Chi., St. P., Mpls. & O.	... (2)			... (2)	
9. Chicago Lake Shore & E.	1,000		100 00	100,000 00	
10. Chi., Harv. & Geneva Lake	1,300		100 00	130,000 00	
11. Chicago & Lake Superior	10,000		100 00	1,000,000 00	
12. Chippewa River & Northern	250		100 00		
13. Chip. Valley & Northern	150		1,000 00	150,000 00	
14. Drummond & Southwestern	100		100 00	10,000 00	
15. Duluth, Superior & Western Terminal	20,000		100 00	2,000,000 00	
16. Green Bay & Western	25,000		100 00	2,500,000 00	
17. Hawthorne, Nebagamon & Superior	500		100 00	50,000 00	
18. Hazelhurst & Southeastern	4,000		25 00	100,000 00	
19. Hillsboro & Northeastern	500		100 00	50,000 00	
20. Iola & Northern	17,000		100 00	1,700,000 00	
21. Kewaunee, Green B. & W.	4,800	2,000	100 00	480,000 00	200,000 00
22. La Crosse & Southeastern	10,000		100 00	1,000,000 00	
23. Lake Superior Terminal & Transfer	12,000		100 00	1,200,000 00	
24. Laona & Northern	500		100 00	50,000 00	
25. Marathon County Ry. Co.	400		100 00	40,000 00	
26. Marinette, Tomahawk & W.	10,000		100 00	1,000,000 00	
27. Mineral Point & Northern	5,500		100 00	550,000 00	
28. Mpls. St. P. & S. Ste. M.	21,840	10,920	100 00	2,184,000 00	1,092,000 00
29. Northwestern Coal Ry. Co.	10,000		100 00	1,000,000 00	
30. Oshkosh Transportation Co.	700		100 00	70,000 00	
31. Robbins Ry. Co.	300		100 00	30,000 00	
32. Stanley, Merrill & Phillips	1,000		100 00	100,000 00	
33. Superior & Southeastern	500		100 00	50,000 00	
34. Whitcomb & Morris	100		100 00	10,000 00	
35. Wisconsin Central	161,612½	115,437½	100 00	16,161,250 00	11,543,750 00
36. Wisconsin & Michigan	4,655		100 00	465,550 00	
37. Wisconsin & Northern	10,000		100 00	1,000,000 00	
38. Wisconsin Western			100 00		
39. Mattoon Ry. Co.	100		100 00	10,000 00	
... (2) ...	... (2) ...		.....	..... (2) ....	..... (2)

¹ Road mileage basis.² Not given.³ Common and preferred stock not given separate.⁴ Including \$17,766.15 stock of proprietary companies.⁵ Report incomplete.⁶ Total omitted on account of the incompleteness of reports.

1907—WISCONSIN.

to the Railroad Commission for the Year Ending June 30, 1907.

Amount issued and outstanding.			Dividends declared during year.				No.
Common	Preferred.	Total.	Common.		Preferred.		
			Rate.	Amount.	Rate.	Amount.	
\$120,000 00		\$120,000 00					1
439,500 00		439,500 00					2
100,000 00		100,000 00					3
1,675,400 00		1,675,400 00					4
1,000 00		1,000 00					5
20,047,319 90	12,003,824 40	32,051,144 30	8½	1,190,127 06		838,454 18	6
455,908,591 06	5,084,908 89	461,578,494 44					7
9,865,716 65	5,829,479 23	15,695,195 88		508,070 61		308,178 14	8
							9
130,000 00		130,000 00					10
18,000 00		18,000 00					11
25,000 00		25,000 00					12
58,000 00		58,000 00					13
10,000 00		10,000 00					14
2,000,000 00		2,000,000 00	7	140,000 00			15
2,500,000 00		2,500,000 00	6	125,000 00			16
50,000 00		50,000 00					17
100,000 00		100,000 00	5	5,000 00			18
29,000 00		29,000 00					19
71,400 00		71,400 00					20
465,750 00	199,200 00	664,950 00					21
106,400 00		106,400 00					22
154,200 00		154,200 00					23
50,000 00		50,000 00					24
40,000 00		40,000 00					25
161,500 00		161,500 00					26
550,000 00		550,000 00					27
2,184,000 00	1,062,000 00	3,276,000 00	8½, 4	122,037 04			28
1,000,000 00		1,000,000 00					29
70,000 00		70,000 00	11	7,600 00			30
30,000 00		30,000 00					31
100,000 00		100,000 00					32
							33
10,000 00		10,000 00					34
16,161,250 00	11,543,750 00	27,705,000 00					35
465,550 00		465,550 00					36
600,700 00		600,700 00					37
521,400 00		521,400 00					38
4,000 00		4,000 00					39
\$85,807,677 00	\$36,353,157 02	\$122,160,834 62		(^a)		(^a)	

FUNDED DEBT OF THE CHICAGO, MILWAUKEE & ST. PAUL RY. CO., JUNE 30, 1907.

Description of Bonds.	Date of maturity.	Interest.			Amount of bonds.
		Rate per cent.	Payable.	Accrued during year.	
Iowa & Dakota Division Extension	July 1, 1908	7	Jan. and July	\$24,500 00	\$24,500 00
Southwestern Division	July 1, 1908	6	Jan. and July	240,000 00	239,730 00
Hastings & Dakota Division Extension	Jan. 1, 1910	7	Jan. and July	397,600 00	397,775 00
Chicago & Pacific Division	Jan. 1, 1910	5	Jan. and July	49,500 00	49,450 00
Southern Minnesota Division	Jan. 1, 1910	6	Jan. and July	180,000 00	179,890 00
Mineral Point Division	Jan. 1, 1910	6	Jan. and July	445,920 00	443,790 00
Terminal Mortgage	July 1, 1914	5	Jan. and July	142,000 00	142,000 00
La Crosse & Davenport Division	July 1, 1914	5	Jan. and July	237,400 00	237,825 00
Dubuque Division	July 1, 1919	5	Jan. and July	125,000 00	124,675 00
Wisconsin Valley Division	July 1, 1920	6	Jan. and July	318,000 00	318,490 00
Chicago & Pacific Western Division	Jan. 1, 1921	6	Jan. and July	1,267,000 00	1,266,750 00
Wisconsin & Minnesota Division	July 1, 1921	5	Jan. and July	267,750 00	267,500 00
Chicago & Lake Superior Division	July 1, 1921	5	Jan. and July	68,000 00	68,000 00
Chicago & Missouri River Division	July 1, 1926	5	Jan. and July	151,150 00	153,300 00
General Mortgage	May 1, 1929	4	Jan. and July	1,241,130 00	951,370 00
General Mortgage	May 1, 1929	3½	Jan. and July	313,250 00	315,087 50
Wisconsin Valley R. R. Co.	Jan. 1, 1930	7	Jan. and July	77,455 00	76,982 50
Mill & Northern R. R. Co., 1st Mortgage	June 1, 1910	6	June and Dec	129,300 00	130,950 00
Mill & Northern R. R. Co., Consolidated	June 1, 1913	6	June and Dec	305,660 00	242,670 00
Dakota & Great Southern Ry. Co.	Jan. 1, 1916	5	Jan. and July	142,800 00	143,260 00
Fargo & Southern Ry. Co.	Jan. 1, 1924	6	Jan. and July	75,000 00	74,970 00
Interest on bonds retired				3,695 00	11,375 00
Total				\$9,305,080 00	
Less amount of interest on bonds in the treasury of the company and in hands of trustees—not payable—included above				352,940 00	
Total				\$5,949,140 00	\$125,217,500 00

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C., C., C., C., C., C., C.
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FUNDED DEBT OF THE ST. PAUL, MINNEAPOLIS & OMAHA RY. CO.: JUNE 30, 1907.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds

Class of bond or obligation.	Time.		Amount of authorized issue.	Balance of amount issued.	Amount outstanding in hands of the public.	Cash realized on amount issued.	Rate, per cent.	Interest.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
C. St. P. & M. Ry. 1st mtg. bonds	1878	1918	\$3,000,000 00	\$1,511,000 00	\$1,514,000 00	As'd with road.	6	May 1, Nov. 1	\$92,975 00	\$92,915 00
North W. Ry. 1st mtg. bonds	1880	1900	800,000 00	641,000 00	641,000 00	As'd with road.	6	Jan. 1, July 1	38,460 00	38,430 00
Hud. & N. Y. R. 1st mtg. bonds	1878	1908	125,000 00	125,000 00	125,000 00	As'd with road.	8	Jan. 1, July 1	10,000 00	10,040 00
St. P. & S. C. R. R. 1st mtg. bonds	1879	1919	6,070,000 00	6,070,000 00	6,070,000 00	As'd with road.	6	April 1, Oct. 1	364,200 00	362,870 00
St. P. & T. V. R. 1st mtg. bonds	1878	1908	334,800 00	334,800 00	331,800 00	As'd with road.	7	Jan. 1, July 1	23,436 00	23,464 00
C. St. P. M. & O. Con mtg. bonds	1880	1900	50,000,000 00	5,425,375 00	5,425,375 00	See note.*	6	June 1, Dec. 1	901,345 00	893,410 00
S. S. M. & S. W. R. 1st mtg. bonds	1880	1915	400,000 00	3,734,000 00	3,262,625 00	As'd with road.	3 1/2	May 1, Nov. 1	100,375 00	108,710 00
Sup. Short Line 1st mtg. bonds	1880	1900	1,500,000 00	1,500,000 00	330,000 00	As'd with road.	5	Feb. 1, Sept. 1	17,500 00	17,175 00
Total:										
Mortgage bonds.....			\$42,229,800 00	\$29,806,800 00	\$27,357,800 00	\$12,951,370 08				
Miscellaneous obligations.....			None.							
Income bonds.....			None.							
Grand total.....			\$42,229,800 00	\$29,806,800 00	\$27,357,800 00	\$12,951,370 08			\$1,557,291 00	\$1,549,114 00

*NOTE.—Issued in exchange for other bonds retired.
In addition to the bonds shown above, this company guarantees the payment of principal and interest of \$75,000 of the bonds of the Minneapolis Eastern Ry.

FUNDED DEBT OF THE EASTERN RAILWAY CO., OF MINNESOTA, JUNE 30, 1907.

First Mortgage Bonds:	Time.		Amount of authorized issue.	Balance of amount issued.	Amount outstanding in hands of the public.	Cash realized on amount issued.	Rate, per cent.	Interest.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st Division.....	Apr. 1 1898	1908	\$5,000,000 00	\$4,700,000 00	\$4,700,000 00	\$4,456,412 50	5	April and Oct.	\$235,000 00	\$234,650 00
Northern Division.....	Apr. 1 1898	1918	15,000,000 00	5,000,000 00	5,000,000 00	4,950,000 00	4	April and Oct.	200,000 00	200,100 00
Grand total.....			\$20,000,000 00	\$9,700,000 00	\$9,700,000 00	\$9,406,412 50			\$435,000 00	\$434,750 00

FUNDED DEBT OF THE DULUTH, SOUTH SHORE & ATLANTIC RY. CO., JUNE 30, 1907.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Balance of amount issued.	Amount outstanding in hands of the public.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate per cent.	When payable.	Amount accrued during year.	Amount paid during year.
First mortgage.....	Apr. 15 1887	Jan. 1 1887	\$4,000,000 00	\$4,000,000 00	\$3,816,000 00	.....	5	Jan. 1, July 1	\$190,800 00	\$190,800 00
First consol ...	Jul 17 Aug 1 1890	Aug 1 1890	20,000,000 00	15,107,000 00	15,107,000 00	\$12,532,000 00	4	Feb. 1, Aug. 1	604,280 00	604,280 00
M. H. & O. 6 per cent mtg bonds	Apr 1 1885	Apr 1 1885	1,400,000 00	1,400,000 00	1,077,000 00	No record.	6	April 1, Oct. 1	64,620 00	64,620 00
Income certificate.....	Dec 31 1882	Dec 31 1912	3,000,000 00	3,000,000 00	3,000,000 00	Accepted at par by holders of an equal amount of unfunded debt.	4	Dec. 31.	.....	.....
Grand total.....			\$23,400,000 00	\$23,507,000 00	\$23,000,000 00	...	.....	.....	\$859,700 00	\$859,700 00

FUNDED DEBT OF THE CHICAGO, LAKE SHORE AND EASTERN RY., JUNE 30, 1907.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Rate. Per ct.	When payable.	INTEREST.	
	Date of issue.	When due.						Amount accrued during year.	Amount paid during year.
C. L. S. & E. Ry., first mortgage 5 per cent gold bonds	1897	1917	\$1,200,000 00	\$1,200,000 00		5	Mch., Sept	\$44,354 84	\$41,354 84
C. L. S. & E. Ry., equipment gold sinking fund	1897	1917	1,310,000 00	1,310,000 00		5	Jan., July.	48,420 71	48,420 71
Joliet and Blue Island, first mortgage bonds	1894	1914	200,000 00	200,000 00		6	Jan., July.	12,000 00	12,000 00
Milw. Bay View & Chicago Ry., first mortgage bonds	1894	1914	130,000 00	130,000 00		6	Jan., July.	7,800 00	7,800 00
Chicago & Kenosha Ry., first mortgage bonds	1894	1914	120,000 00	120,000 00		6	Jan., July.	7,200 00	7,200 00
Chicago & So. Eastern Ry., first mortgage bonds	1894	1914	270,000 00	270,000 00		6	Jan., July.	16,200 00	16,200 00
Grand totals			\$3,230,000 00	\$3,230,000 00				\$135,475 55	\$135,475 55

FUNDED DEBT OF THE NORTHERN PACIFIC RY. CO., JUNE 30, 1907.

St. P. & N. P. Ry. Co., general mortgage	1883	1923			\$8,021,000 00	6	Feb., Aug.	\$481,280 10	\$480,645 00
Western R. R. of Minn., mortgage	1877	1907	130,000 00		18,000 00		J. A., J. O.	18,611 68	22,310 00
Northern Pacific Ry. Co., prior lien	1897	1907	60,000 00		105,979,500 00	4	F. M., A. N.	4,149,000 00	4,182,480 00
General lien	1897	1907	20,000 00		60,000 00	3	June, Dec.	1,800,000 00	1,797,487 50
St. P. Duluth division	1900	1896	20,000 00		7,938,000 00	4	June, Dec.	308,190 00	301,540 00
St. Paul & Dul. R. R. Co., first mortgage	1881	1931	1,000,000 00		1,000,000 00	5	Feb., Aug.	50,000 00	50,050 00
Second mortgage	1887	1917	2,000,000 00		2,000,000 00	5	Apr., Oct.	100,000 00	100,850 00
Consol. mortgage	1886	1916	5,000,000 00		1,000,000 00	4	June, Dec.	40,000 00	38,320 00
F. & L. Sup. mtg.	1884	1914	210,000 00		210,000 00	6	Jan., July.	12,800 00	12,600 00
Dul. Short Line mtg.	1896	1916	500,000 00		500,000 00	5	Mch., Sept.	25,000 00	24,775 00
Minneapolis & Duluth R. R. mortgage	1877	1907			4600 00			16,333 33	20,293 50
Nor. Pac.-Gt. Nor. joint C., B. & Q., collateral bonds	1901	1921	222,400 00	215,228,000 00	107,613,000 00	4	† J. A., J. O.		
N. P. Ry. Co.'s proportion									
Total: Mortgage bonds					\$186,667,100 00			\$7,015,985 01	\$7,084,340 00
Miscellaneous obligations					107,613,000 00				
Grand total					\$294,280,100 00				

* Matured but not presented for redemption. † Issued in exchange for C., B & Q. R. R. Co. stock. ‡ Interest paid by C., B. & Q. Ry. Co.

FUNDED DEBT OF ILLINOIS CENTRAL RY. CO., JUNE 30, 1907.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation.	Time.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate. Percent.	When payable.	Interest.	
	Date issued.	When due.							Amount accrued during year.	Amount paid during year.
1st Mgt. Sterling Ext....	1875	1951	\$2,500,000 00	\$2,500,000 00	\$2,500,000 00	\$2,500,000 00	4	Apr. & Oct.	\$100,000 00	\$100,000 00
Sterling 3's, 1st Mgt.	1886	1951	2,500,000 00	2,500,000 00	2,500,000 00	2,500,000 00	3	Jan. & July	75,000 00	75,000 00
Gold 4's, 1st Mgt.	1886	1951	1,500,000 00	1,500,000 00	1,500,000 00	1,500,000 00	4	Jan. & July	60,000 00	60,000 00
Gold 3½'s, 1st Mgt.	1886	1951	2,500,000 00	2,499,000 00	2,499,000 00	2,499,000 00	3½	Jan. & July	87,465 00	87,465 00
Gold 3½'s, 1st Mgt., Ex.	1903	1961	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3½	Apr. & Oct.	105,000 00	105,000 00
Gold 3½'s, 1st Mgt., Ex.	1906	1960	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	3½	June & Dec.	35,000 00	35,000 00
7 per cent Construction ...	Past	due	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00				
1st Mgt. on H. & S. W.	1881	1921	13,000,000 00	13,000,000 00	13,000,000 00	13,000,000 00		Feb. & Aug.	462,465 00	460,970 00
1st Mgt. on Sp'rd Div.	1889	1951	2,000,000 00	2,000,000 00	2,000,000 00	2,000,000 00	5	Jan. & July	48,400 00	47,150 00
1st Mgt. on D. & S. C.	1886	1951	10,000,000 00	5,425,000 00	5,425,000 00	5,425,000 00	3½	Feb. & Aug.	70,000 00	70,000 00
1st Mgt. on St. Louis D.	1897	1951	5,000,000 00	4,968,275 00	4,968,275 00	4,968,275 00	4	Jan. & July	277,000 00	277,000 00
1st Mgt. on Louisville D.	1897	1951	10,000,000 00	8,377,000 00	8,377,000 00	8,377,000 00	3	Jan. & July	149,940 00	149,940 00
1st Mgt. on Omaha Div.	1897	1951	25,000,000 00	23,888,000 00	23,888,000 00	23,888,000 00	3½	Jan. & July	388,195 00	388,195 00
1st Mgt. on Omaha Div.	1900	1951	5,000,000 00	5,000,000 00	5,000,000 00	5,000,000 00	3½	Jan. & July	815,727 50	815,727 50
1st Mgt. on Litchfield D.	1900	1951	4,000,000 00	3,235,000 00	3,235,000 00	3,235,000 00	3	Feb. & Aug.	150,000 00	149,686 00
Purchased lines 1st Mgt.	1904	1952	20,000,000 00	14,662,000 00	14,662,000 00	14,662,000 00	3½	Jan. & July	97,000 00	97,000 00
									513,170 00	513,502 50
									2,817,017 50	2,814,508 75
Miscellaneous Obligations:										
Collateral Trust Bonds..	1889	1952	15,000,000 00	15,000,000 00	15,000,000 00	15,000,000 00	4	Apr. & Oct.	600,000 00	598,500 00
Collateral Trust Bonds (L. H. S. & T.)	1902	1953	25,000,000 00	25,000,000 00	25,000,000 00	25,000,000 00	4	May & Nov.	1,000,000 00	1,001,570 00
Sterling ¹	1889	1950	9,000,000 00	5,268,000 00	5,268,000 00	5,268,000 00	3½	Jan. & July	184,310 00	184,572 50
Calro Bridge. ²	1902	1950	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	4	June & Dec.	120,000 00	118,640 00
									1,904,310 00	1,908,362 50
Total:										
Mortgage Bonds			95,000,000 00	95,553,275 00	95,553,275 00	95,553,275 00			2,817,017 50	2,814,508 75
Miscellaneous obligations			52,000,000 00	48,366,000 00	48,366,000 00	48,366,000 00			1,904,310 00	1,908,362 50
Grand total			\$147,000,000 00	\$143,919,275 00	\$143,919,275 00	\$143,919,275 00			\$4,721,327 50	\$4,717,791 25

¹ Issued against \$5,268,000 C., St. L. & M. O. R. R. Co.'s bonds of 1951.
² Issued against \$3,000,000 C., St. L. & M. O. R. R. Co.'s bridge bonds of 1950.

FUNDED DEBT OF THE MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE RY. CO., JUNE 30, 1907.
Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

CLASS OF BOND OR OBLIGATION.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate. Per cent.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Mpls. & Pac. Ry. 1st mortgage bonds	1886	1896	\$4,280,000 00	\$4,280,000 00	\$306,000 00	\$280,537 83	4	Jan. & July.	\$12,440 00	\$12,300 00
Mpls. St. Marie & Atlantic R. 1st mortgage bonds	1886	1896	10,000,000 00	10,000,000 00	8,204,000 00	6,979,759 60	4 & 5	Jan. & July.	328,200 00	328,340 00
Mpls. St. P. & S. Marie Ry., consolidated bonds	1888	1898	50,115,000 00	41,605,000 00	41,605,000 00	35,749,353 25	4	Jan. & July	1,559,200 00	1,522,500 00
Total	.....	.....	\$64,405,000 00	\$55,885,000 00	\$50,115,000 00	\$42,989,450 68			\$1,898,640 00	\$1,863,140 00
Mpls. St. Paul & S. S. Marie Ry., 2nd mortgage bonds	1899	1949	5,000,000 00	3,500,000 00	3,500,000 00	3,334,264 78	4	Jan. & July.	140,000 00	139,540 00
Grand total	.....	.....	\$69,405,000 00	\$59,385,000 00	\$53,615,000 00	\$46,323,715 46			\$2,038,640 00	\$2,002,680 00

FUNDED DEBT OF THE GREAT NORTHERN RY. CO., JUNE 30, 1907.

Northern P. & C. B. & Q. collateral trust bonds	July 1, 1901	July 1, 1921	\$222,400,000 00	\$215,226,000 00	\$107,613,000 00	Issued in exchange for G. N. Ry Co's. C. B. & Q. R. R. stock.	On coupon bonds, July 1 and Jan. 1. On reg'd bonds, July, Oct. Jan. and April.	Int paid by C. B. & Q. R. R. Co.
Grand total	.....	.....	\$222,400,000 00	\$215,226,000 00	\$107,613,000 00		None chargeable to income of this Co.	

FUNDED DEBT OF THE WISCONSIN CENTRAL RY. CO., JUNE 30, 1907.

Mortgage Bonds, Miscellaneous Obligations and Income Bonds.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate. Per cent.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Wis. Cent. Ry. Co.: 1st Gen'l Mtge. bonds.....	1899	1949	\$27,000 00	\$24,540 00	\$23,748 00	.....	4	Jan. & July	\$949,080 00	\$949,080 00
Wis. Cent. R. R. Co.: 1st series bonds.....	1879	1909	764,500 00	764,500 00	42,000 00	..... (1)	5	Jan. & July	19,913 88	26,897 26
C. & W. & M. R. R.: 1st Mtge. bonds.....	1885	1916	835,000 00	835,000 00	776,000 00	..... (1)	6	Mar. & Sep.	46,560 00	46,560 00
M. & L. W. R. R.: 1st Mtge. bonds.....	1892	1912	639,000 00	639,000 00	604,000 00	..... (1)	5	Jan. & July	36,340 00	36,340 00
M. & S. E. Div.: P. M. Mtge. bonds.....	1901	1951	450,000 00	450,000 00	417,000 00	.....	4	May & Nov.	16,864 45	16,897 78
Minneapolis Ter'l.: P. M. Mtge. bonds.....	1900	1950	500,000 00	500,000 00	500,000 00	.....	3½	Jan. & July	17,500 00	17,500 00
Sup. & Dul. Div. & Ter'l.: 1st Mtge. bonds.....	1906	1936	8,500,000 00	5,265,000 00	5,265,000 00	\$4,504,140 00	1	May & Nov.	157,946 67	176,680 09
Grand total .....	.....	.....	\$33,683,500 00	\$32,066,500 00	\$31,355,000 00	\$4,504,140 00	.....	.....	\$1,374,945 04	\$1,376,776 68

¹ The amounts shown under columns "Amount of Authorized Issue" and "Amount Issued" opposite Wisconsin Central Railroad Company First Series Bonds (\$764,500), C. & W. & M. R. R. First Mtge. Bonds (\$835,000), M. & L. W. R. R. First Mtge. Bonds (\$639,000), are the amounts of such bonds in the hands of the public outstanding at the date of the issue of Wisconsin Central Railroad Company First General Mortgage Bonds, namely, July 13, 1899, and for the purchase, exchange or retirement thereof, there were reserved \$2,453,000 of said First General Mortgage Bonds.

² The Minneapolis Terminal Purchase Mortgage bonds are secured by First Mortgage on sundry real estate in Minneapolis together with tracks, roundhouse, freight house and other structures constituting the company's terminal facilities in Minneapolis, but said mortgage is not a lien on the main line or its franchises.

FUNDED DEBT AND IN

A Recapitulation of the Funded Debt and Interest Accrued and Paid of Roads

Name of Company.	Mortgage bonds.		Miscellaneous obligations.	
	Amount issued.	Amount outstanding.	Amount issued.	Amount outstanding.
1. Abbotsford & N. E.....	\$112,000 00	\$112,000 00	.....	.....
2. Ahnapee & Western ...	425,000 00	425,000 00	.....	.....
3. Bayfield Transfer	1,500,000 00	1,500,000 00	.....	.....
4. Big Falls Ry. Co.....	2,500 00	2,500 00	.....	.....
5. C., M. & St. P.....	(1)	125,817,500 00	.....	.....
6. Chicago & N. W.....	109,908,000 00	107,757,000 00	\$33,632,000 00	\$30,881,000 00
7. C., St. P., Mpls. & O.	29,008,800 00	27,357,800 00	.....	.....
8. Chi., Burl. & Quincy...	163,077,000 00	150,318,000 00	18,372,000 00	18,372,000 00
9. Chi., L. S. & Eastern.	3,230,000 00	.....	.....	.....
10. Chi., Har. & G. Lake..	125,000 00	125,000 00	.....	.....
11. Drummond & S. E.....	50,000 00	50,000 00	.....	.....
12. Dul., S. S. & Atlantic...	20,507,000 00	20,000,000 00	632,733 19	558,311 98
13. Dul., Sup. & W. Term.	500,000 00	500,000 00	.....	.....
14. Great Northern .....	.....	.....	107,613,000 00	107,618,000 00
15. Green Bay & Western ..	.....	.....	.....	.....
16. Illinois Central	81,553,275 00	81,553,275 00	48,266,000 00	48,266,000 00
17. Kewaunee, G. B. & W.	408,000 00	408,000 00	52,635 48	15,633 98
18. La Crosse & S. E.....	750,000 00	750,000 00	.....	.....
19. Lake Superior T. & T.	195,000 00	195,000 00	.....	.....
20. Mineral Point & North.	450,000 00	450,000 00	.....	.....
21. M., St. P. & S. Ste. M.	50,306,000 00	53,615,000 00	2,252,399 40	1,943,894 97
22. Northern Pacific .....	.....	186,667,100 00	.....	107,649,276 00
23. N. W. Coal Ry. Co.....	1,000,000 00	220,000 00	.....	.....
24. Stanley, Merrill & P....	500,000 00	500,000 00	.....	.....
25. Superior & S. E.....	122,000 00	122,000 00	.....	.....
26. Winona Bridge Ry. Co.	384,000 00	384,000 00	.....	.....
27. Wisconsin Central	33,096,500 00	31,355,000 00	1,001,175 00	634,795 00
28. Wisconsin & Michigan.	2,401,000 00	2,401,000 00	.....	.....
29. Eastern Ry. Co. of Minn	9,700,000 00	9,700,000 00	.....	.....
Total	\$518,998,075 00	\$302,235,175 00	\$311,811,938 07	\$315,378,411 98

¹ Not given.² Interest paid by C., B. & Q. R. R. Co.

REPORT OF THE RAILROAD COMMISSION. 289

TEREST, WHOLE LINE, 1907.

Reporting to the Railroad Commission for the Year Ending June 30, 1907.

Income bonds.		Total funded debt.		Interest.		No
Amount issued.	Amount outstanding.	Amount issued.	Amount outstanding.	Total amount accrued during year.	Total amount paid during year.	
		\$112,000 00	\$112,000 00	\$6,720 00	\$6,720 00	1
		425,000 00	425,000 00	10,625 00	10,625 00	2
		1,500,000 00	1,500,000 00	75,000 00	75,000 00	3
		2,500 00	2,500 00	189 30	189 30	4
		(1)	125,817,500 00	5,942,140 00	5,949,000 00	5
28,500,000 00	26,636,000 00	172,040,000 00	165,214,000 00	7,749,186 67	7,782,348 00	6
		39,606,800 00	27,357,800 00	1,537,291 00	1,549,114 00	7
		181,449,000 00	168,690,000 00	7,298,776 92	7,309,206 50	8
2,319,000 00	2,225,000 00	5,549,000 00	2,225,000 00	249,268 60	251,925 55	9
		125,000 00	125,000 00	6,249 90	6,249 90	10
		50,000 00	50,000 00	3,000 00	3,000 00	11
2,000,000 00	2,000,000 00	24,129,783 10	23,558,311 92	859,700 00	859,700 00	12
		500,000 00	500,000 00	20,000 00	20,000 00	13
		107,613,000 00	107,613,000 00	(3)	(3)	14
7,600,000 00	7,600,000 00	7,600,000 00	7,600,000 00	30,000 00	30,000 00	15
		129,819,275 00	129,819,275 00	4,721,327 50	4,717,791 25	16
		400,635 48	423,633 93	21,618 57	21,618 57	17
		750,000 00	750,000 00	37,500 00	37,500 00	18
		195,000 00	195,000 00	11,700 00	11,700 00	19
		450,000 00	450,000 00	22,500 00	22,500 00	20
		61,647,369 40	55,503,394 97	2,088,015 00	2,002,680 00	21
			294,316,376 00	7,015,995 01	7,034,340 00	22
		1,000,000 00	220,000 00	11,000 00	11,000 00	23
		500,000 00	500,000 00	26,000 00	25,000 00	24
		122,000 00	122,000 00	3,050 00	3,050 00	25
		384,000 00	384,000 00	19,200 00	19,200 00	26
		34,007,675 00	31,989,795 00	1,307,219 97	1,311,069 09	27
		2,401,000 00	2,401,000 00	106,550 00	106,550 00	28
		9,700,000 00	9,700,000 00	436,000 00	434,750 00	29
\$41,419,000 00	\$39,461,000 00	\$772,229,068 07	1,157,624,596 83	\$39,632,828 83	\$39,423,119 60	

FUNDED DEBT AND

A Recapitulation of the Funded Debt and Interest Accrued and Paid of

Name of Company.	Mortgage Bonds.		Miscellaneous Obligations.	
	Amount issued.	Amount outstanding.	Amount issued.	Amount outstanding.
1. Abbotsford & N. E.....	\$112,000 00	\$112,000 00		
2. Ahnapee & Western	425,000 00	425,000 00		
3. Bayfield Transfer	1,500,000 00	1,500,000 00		
4. Big Falls Ry. Co.....	2,500 00	2,500 00		
5. C., M. & St. P. ¹		30,322,017 50		
6. C. & N. W. ²	27,804,880 48	27,348,061 00	\$8,535,874 76	\$7,822,436 85
7. C., St. P., Mpls. & O ²	13,647,070 62	12,009,210 02		
8. Chi., L. S. & Eastern.....	130,000 00			
9. Chi., Harv. & G. Lake.....	105,000 00	105,000 00		
10. Drummond & S. W.....	50,000 00	50,000 00		
11. Dul., Sup. & W. T.....	500,000 00	500,000 00		
12. Green Bay & Western.....				
13. Illinois Central	1,725,139 00	1,725,139 00		
14. Kewaunee, G. B. & W.....	408,000 00	408,000 00	52,635 48	15,633 93
15. La Crosse & S. E.....	750,000 00	750,000 00		
16. Lake Superior T. & T.....	195,000 00	195,000 00		
17. Mineral Point & North.....	450,000 00	450,000 00		
18. M., St. P. & S. S. M.....	12,306,380 00	11,400,112 00	351,374 30	303,049 62
19. N. W. Coal Ry. Co....	1,000,000 00	220,000 00		
20. Stanley, Merrill & P.....	500,000 00	500,000 00		
21. Sup. & Southeastern.....	122,000 00	122,000 00		
22. Wisconsin Central	30,064,397 75	28,476,123 56	924,585 11	586,233 18
23. Wisconsin & Michigan.....	1,254,590 00	1,254,590 00		
Total	\$63,221,066 85	\$118,484,652 02	\$9,864,460 65	\$8,728,253 58

¹ Road mileage basis.² Proportional.

INTEREST, WISCONSIN, 1907.

Roads Reporting to the Railroad Commission for the Year Ending June 30, 1907.

Income Bonds.		Total Funded Debt.		Interest.		No.
Amount issued.	Amount outstanding.	Amount issued.	Amount outstanding.	Total amount accrued during year.	Total amount paid during year.	
.....	\$112,000 00	\$112,000 00	\$6,720 00	\$6,720 00	1
.....	425,000 00	425,000 00	10,625 00	10,625 00	2
.....	1,500,000 00	1,500,000 00	75,000 00	.....	3
.....	2,500 00	2,500 00	189 30	189 30	4
.....	30,322,017 50	1,432,056 74	1,433,730 00	5
\$7,233,362 00	\$6,780,274 74	43,664,126 24	41,981,679 50	1,967,233 70	1,975,652 15	6
.....	13,647,070 62	12,600,210 00	717,755 49	713,980 00	7
.....	130,000 00	.....	7,800 00	7,800 00	8
.....	105,000 00	105,000 00	5,250 00	.....	9
.....	50,000 00	50,000 00	3,000 00	3,000 00	10
.....	500,000 00	500,000 00	20,000 00	20,000 00	11
7,600,000 00	7,600,000 00	7,600,000 00	7,600,000 00	30,000 00	30,000 00	12
.....	1,725,139 00	1,725,139 00	86,256 95	86,256 95	13
.....	400,675 42	423,633 98	21,618 87	21,618 87	14
.....	750,000 00	750,000 00	37,500 00	37,500 00	15
.....	195,000 00	195,000 00	11,700 00	11,700 00	16
.....	450,000 00	450,000 00	22,500 00	22,500 00	17
.....	12,717,754 30	11,713,081 62	447,552 30	434,283 46	18
.....	1,000,000 00	230,000 00	11,000 00	11,000 00	19
.....	500,000 00	500,000 00	25,000 00	25,000 00	20
.....	122,000 00	122,000 00	3,050 00	3,050 00	21
.....	31,008,982 86	29,032,355 68	1,187,061 49	1,190,616 15	22
.....	1,254,590 00	1,254,590 00	54,838 00	.....	23
\$14,833,362 00	\$14,360,274 74	\$117,919,798 50	\$141,573,180 34	\$6,183,705 77	\$6,045,229 21	

CURRENT ASSETS AND
Cash and Current Assets Available

Name of company.	Cash.	Bills receivable.	Due from agents.
1. Abbotsford & Northeastern	\$7,711 44		\$255 41
2. Ahnapee & Western	7,793 11		1,831 66
3. Ashland, Odanah & Marengo			
4. Bayfield Transfer	487 69		
5. Chicago, Milwaukee & St. Paul.....	18,786,944 91		1,609,767 59
6. Chicago & Northwestern	27,320,937 59	\$202,337 35	22,968,330 31
7. Chicago, St. Paul, Minneapolis & O....	435,485 23		413,802 17
8. Chicago, Burlington & Quincy	6,316,001 62	820,473 20	3,456 13
9. Chicago, Lake Shore & Eastern	83,014 57		98,944 11
10. Chicago & Lake Superior	182 00	80 32	
11. Duluth, South Shore & Atlantic	106,227 70		112,523 41
12. Duluth, Superior & Western Terminal.	10,785 62		
13. Great Northern	19,807,930 04	4,352,194 04	3,000,247 99
14. Green Bay & Western	41,932 00		12,910 66
15. Hawthorne, Nebagamon & Superior....			
16. Hazelhurst & Southeastern	1,677 73		
17. Illinois Central	1,006,664 54	116,333 83	2,197,432 05
18. Iola & Northern	713 02		1,056 53
19. Kewaunee, Green Bay & Western	22,548 43		1,147 84
20. Lake Superior Terminal & Transfer	17,040 00		400 00
21. Marinette, Tomahawk & Western	9,653 00		
22. Mineral Point & Northern	8,513 24		1,141 86
23. Minneapolis, St. Paul & Sault Ste. M.	2,682,030 88	4,041 07	640,362 39
24. Northern Pacific	11,899,998 16	25,045 23	871,352 77
25. Northwestern Coal Ry. Co.....	150 15		
26. Oshkosh Transportation Co.....	1,050 68		1,310 50
27. Stanley, Merrill & Phillips	7,995 25		3,154 04
28. Winona Bridge Ry. Co.....	18,460 85		
29. Wisconsin Central	1,717,668 28		540,287 02
30. Wisconsin & Michigan	1,303 38		22,105 61
31. Wisconsin & Northern			2,506 85
32. Eastern Ry. Co. of Minnesota	10,000 00		
Total	\$90,330,201 02	\$5,420,555 02	\$12,003,326 90

¹ Reported as "uncollected earnings."

² Conductors and paymasters.

³ Includes due from U. S. government.

LIABILITIES. WHOLE LINE, 1907.

for Payment of Current Liabilities.

Net traffic balance due from other companies.	Due from solvent com- panies and individuals	Other cash assets (except material and supplies.	Balance current liabilities.	Total.	Material and supplies on hand.	No.
.....	\$075 22	.....	.....	\$8,942 07	.....	1
.....	5,021 80	\$5,978 00	.....	20,835 56	.....	2
\$5,032 00	24,561 06	.....	.....	29,593 72	.....	3
.....	5,456 04	.....	\$072,406 40	978,350 16	.....	4
548,133 32	579,254 62	713,595 15	.....	22,327,085 50	\$5,989,939 11	5
.....	175,483 39	\$502,584 06	.....	31,169,722 70	4,515,627 62	6
90,771 21	.....	.....	2,058,006 36	3,004,064 97	1,033,530 19	7
924,746 69	4,611,797 05	39,940 92	.....	12,716,505 58	6,013,344 17	8
.....	429,830 31	.....	1,555,613 69	2,167,402 68	449,005 12	9
.....	.....	100 00	.....	302 32	100 00	10
.....	251,280 17	.....	4,550,255 72	5,020,287 00	285,921 00	11
.....	50,836 00	.....	856,420 14	927,042 36	.....	12
3,947,330 50	.....	.....	.....	31,016,702 63	5,885,179 77	13
11,586 14	14,068 86	161,929 22	.....	242,446 88	5,764 86	14
.....	.....	47,421 81	.....	47,421 81	500 00	15
3,323 50	587 9	.....	.....	5,509 27	.....	16
.....	3,709,141 48	1,006,846 78	10,815,443 91	18,946,362 50	.....	17
.....	62 62	8,323 21	.....	10,155 41	.....	18
5,075 17	8,207 77	29,018 67	.....	65,997 85	.....	19
.....	1,221 73	6,000 00	12,980 68	37,642 41	8,176 56	20
.....	2,036 85	.....	410,109 27	421,799 10	12,176 38	21
1,697 65	8,636 97	186 45	47,030 74	62,106 81	549 10	22
353,657 42	500,000 27	.....	.....	4,279,081 96	1,488,506 75	23
.....	5,871,347 31	19,641,440 61	.....	38,309,134 08	5,889,931 12	24
51,369 40	.....	.....	.....	51,519 55	.....	25
.....	.....	.....	.....	2,361 18	.....	26
.....	.....	.....	31,921 33	43,070 62	6,734 84	27
2,767 41	.....	.....	.....	21,228 26	.....	28
.....	98,468 66	24,722 00	.....	2,381,140 06	634,335 23	29
88,616 88	14,977 80	728,667 67	846,529 27	1,647,200 46	18,897 38	30
977 00	.....	.....	346,399 66	349,883 51	.....	31
.....	.....	.....	243,238 92	253,238 92	.....	32
\$5,985,994 33	\$16,400,266 19	\$23,518,196 44	\$22,240,356 15	\$176,534,964 04	\$32,236,300 23	

CURRENT ASSETS AND

Current Liabilities Accrued to

Name of Company.	Loans and bills payable.	Audited vouchers and accounts.	Wages and salaries.	Net traffic balances due to other companies.
1. Abbotsford & Northeastern.....		\$408 40		\$2 79
2. Ahnapee & Western		105 92	\$2,567 34	2,844 15
3. Ashland, Odanah & Marengo		6,881 01		
4. Bayfield Transfer	\$191,646 11	1,511 07		
5. Chi., Mil. & St. Paul.....		3,251,144 75	2,641,945 19	
6. Chicago & Northwestern		2,006,406 60	2,569,610 77	941,246 87
7. Chi., St. P. Mpls. & O.....		591,799 33	475,562 75	209,925 80
8. Chi., Burlington & Quincy	2,000,000 00	4,561,684 22	2,984,930 94	
9. Chi., Lake Shore & Eastern		811,970 22	105,109 00	355,206 94
10. Chicago & Lake Superior	50 00		175 00	
11. Dul., S. S. & Atlantic.....	4,592,171 2	241,740 0	121,631 98	4,713 08
12. Dul., Sup. & W. Terminal		917,002 56	89 80	
13. Great Northern		3,950,857 06	2,692,469 02	1,328,902 80
14. Green Bay & Western		34,156 57	18,427 07	
15. Hawthorne, Nebag. & Sup.				
16. Hazelhurst & Southeastern.....				46 22
17. Illinois Central	10,698,500 00	4,199,480 98	2,365,397 08	298,335 48
18. Iowa & Northern		9 50	271 45	356 87
19. Kewaunee, Green B. & W.	15,633 98	840 95	2,879 56	
20. Lake, Sup. Term. & Trans.		13,459 56	6 40	
21. Marinette, Tomahawk & W.	1409,551 67		26,877 74	5,366 09
22. Mineral Point & Northern.....	44,195 82	16,416 20	1,464 79	
23. Mpls. St. P. & S. Ste. M.		1,505,734 24	627,419 51	
24. Northern Pacific		7,132,835 05	3,253,135 70	56,734 70
25. Northwestern Coal Ry. Co.		1,700 54		
26. Oshkosh Transportation Co.				
27. Sault Ste. Marie & Philp.....	21,000 00		4,537 32	2,797 46
28. Winona Bridge Ry. Co.		450 35		
29. Wisconsin Central		425,879 38	387,533 56	90,707 57
30. Wisconsin & Michigan	203,536 37	63,220 20	12,961 47	6,209 37
31. Wisconsin & Northern	324,260 35	17,652 80	7,199 95	770 32
32. Eastern Ry. of Minnesota.....		246,234 55	1,854 87	
Total	\$18,505,545 55	\$30,108,646 94	\$18,374,007 81	\$3,293,162 71

¹ Includes \$10,368.88 interest accrued July 21, 1906.

² Includes \$4,968.04 "due agents."

³ Includes \$3,984,075.00 dividends declared payable July 1, 1907.

LIABILITIES. WHOLE LINE, 1907.

and Including June 30, 1907.

Dividends not called for.	Matured interest coupons unpaid. (inc. cou- pons due July 1.)	Rentals due July 1.	Mis- cellaneous.	Balance— cash assets.	Total.	No.
				\$8,532 88	\$8,942 07	1
				15,368 15	20,865 56	2
				22,712 71	29,593 72	3
	\$785,192 92				974,350 10	4
\$31,929 00	2,722,935 00			13,679,841 65	22,327,695 59	5
3,878 25	288,632 52	\$3,000 00	\$3,963,655 00	21,363,292 49	31,161,722 70	6
1,046,826 00	85,495 75	10,624 07	584,831 24		3,004,664 97	7
3,160 00	2,243,063 50		162,134 33	701,232 50	12,716,605 58	8
			835,110 52		2,167,402 08	9
				137 32	362 32	10
					5,020,287 00	11
	10,000 00				927,042 36	12
22 75		1,268,487 16		21,760,963 24	31,016,702 63	13
			69,261 97	121,601 27	242,446 86	14
				47,421 81	47,421 81	15
				5,553 03	5,509 25	16
28,155 30	1,136,493 75	200,000 00			13,946,362 50	17
				9,515 02	10,156 44	18
	775 00		30,907 15	14,871 26	65,997 88	19
	6,000 00		18,176 46		37,642 41	20
					421,799 10	21
					62,106 81	22
1,764 50	1,015,580 00		260,535 47	709,648 24	4,279,061 96	23
2,714,354 50	1,130,274 25		7,848,157 80	16,167,602 08	33,300,184 08	24
				49,750 01	51,519 55	25
				2,361 18	2,361 18	26
			9,715 84		43,070 02	27
	25 00			20,752 91	21,228 26	28
	511,755 00		4,929 77	1,010,340 70	2,381,140 05	29
	612,875 00		745,368 05		1,647,200 46	30
					349,883 51	31
	5,150 00				253,233 92	32
\$3,829,790 30	\$10,500,247 00	\$1,482,111 23	\$14,540,873 40	\$75,870,508 21	\$176,564,984 04	

RECAPITULATION.

Showing Capital Stock, Bonds and Other

Name of Company.	Capital stock.	Bonds.	Equipment trust obligations.	Current liabilities.
1. Abbotsford & N. E.	\$120,000 00	\$112,000 00		
2. Ahnapee & Western	439,500 00	425,000 00		
3. Ashland, O. & M.	100,000 00			
4. Bayfield Transfer	1,875,400 00	1,500,000 00		
5. Big Falls Ry. Co.	1,000 00	2,500 00		
6. Chi., Mil. & St. P.	132,992,300 00	125,817,500 00		
7. Chi., & Northwestern...	124,421,685 53	165,214,000 00		\$9,806,430 21
8. Chi., St. P. Mpls. & O.	34,050,126 02	29,006,800 00		
9. Chi., Burl. & Quincy....	110,839,100 00	168,690,000 00		
10. Chi., Lake Shore & E... ..	2,700,000 00	2,225,000 00		
11. Chi., Harv. & Geneva L.	150,000 00	125,000 00		77,757 98
12. Chicago & Lake Sup... ..	18,000 00			
13. Chippewa R. & Northern...	25,000 00			
14. Chippewa V. & Northern...	58,000 00			
15. Drum. & Southwestern...	10,000 00	50,000 00		
16. Duluth, S. S. & Atlantic	22,000,000 00	23,000,000 00	\$558,311 92	5,020,287 00
17. Dul., Sup. & W. T.	2,000,000 00	500,000 00		
18. Fairchild & Northeastern	500 00			
19. Great Northern	149,577,500 00	107,613,000 00		
20. Green Bay & Western...	2,500,000 00	7,000,000 00		
21. Hawthorne, Nebag. & S.	50,000 00			
22. Hazelhurst & S. E.	100,000 00			
23. Hillsboro & Northeastern	29,000 00			9,000 00
24. Illinois Central	95,040,000 00	\$31,553,275 00		
25. Iowa & Northern	71,400 00			
26. Kewaunee, G. B. & W.	664,950 00	408,000 00	15,633 93	
27. La Crosse & Southeastern	105,400 00	750,000 00		32,243 07
28. Lake Sup. T. & T.	154,200 00	195,000 00		37,642 41
29. Laona & Northern	50,000 00			
30. Marathon County Ry. Co.	40,000 00			
31. Marinette, T. & W.	161,500 00			
32. Mineral Point & N.	550,000 00	450,000 00		
33. Mpls. St. Paul & Sault Ste. Marie	21,000,000 00	53,615,000 00	1,918,304 97	
34. Northern Pacific	155,000,000 00	4294,280,100 00	36,278 00	
35. N. W. Coal Ry. Co.	1,000,000 00	794,000 00		1,700 54
36. Oshkosh Trans. Co.	70,000 00			
37. Robbins Ry. Co.	30,000 00			
38. Stanley, Merrill & Phillips	100,000 00	500,000 00		43,070 62
39. Superior & Southeastern...	5,000 00	12,300 00		
40. Whitcomb & Morris	10,000 00			
41. Winona Bridge Ry. Co.	400,000 00	384,000 00		
42. Wisconsin Central	30,000,000 00	31,355,000 00	634,795 00	
43. Wisconsin & Michigan	551,500 00	2,401,000 00		
44. Wisconsin & Northern, ²				
45. Wisconsin Western	521,400 00			
46. Eastern Ry. of Minnesota	16,000,000 00	9,700,000 00		
Total	\$905,842,462 17	\$1,108,878,375 00	\$3,193,411 82	\$15,028,196 83

¹ To ore docks and connections.² Exclusive of miscellaneous obligations.³ Mileage basis for bonds is 2,944.70.⁴ Including \$107,613.00 N. P. & G. N. joint bonds.⁵ Road under construction.

WHOLE LINE, 1907.

Obligations, Current Liabilities, etc.

Total amount outstanding.	Apportionment.		Total Amount Per Mile of Road.		No.
	To railroads.	To other properties.	Miles.	Total amount.	
\$232,000 00	\$232,000 00		15.16	\$15,303 00	1
854,500 00	854,500 00		34.	25,426 47	2
100,000 00	100,000 00		27.	3,703 70	3
3,175,400 00	3,175,400 00		3.86	622,642 00	4
3,500 00	3,500 00		21.	166 66	5
256,800,800 00	256,800,800 00		7,172.84	36,062 92	6
269,442,115 74	269,442,115 74		7,524.64	39,794 87	7
63,656,926 62	63,656,926 62		1,614.61	38,777 13	8
279,529,100 00	279,529,100 00		8,660.07	32,278 00	9
4,985,000 00	4,985,000 00		173.71	28,697 00	10
352,757 96	352,757 96		11.	32,068 90	11
18,000 00	18,000 00		3.	6,000 00	12
25,000 00	25,000 00		18.	1,388 88	13
58,000 00	58,000 00		15.53	3,734 71	14
60,000 00	60,000 00		9.18	7,334 94	15
50,578,508 92	50,578,508 92		581.04	87,048 00	16
2,500,000 00	2,500,000 00		6.20	65,763 15	17
500 00	500 00		38.	13 16	18
257,190,500 00	257,190,500 00		5,335.35		19
10,100,000 00	10,100,000 00		225.	44,890 00	20
50,000 00	50,000 00		7.35	6,802 72	21
100,000 00	100,000 00		11.	9,000 90	22
38,000 00	38,000 00		5.	7,600 00	23
176,591,275 00	176,591,275 00		\$2,103.73	726 84	24
71,400 00	71,400 00		4.70	15,191 00	25
1,088,583 93	1,088,583 93		36.70	20,601 00	26
887,648 07	887,648 07		40.81	20,961 00	27
386,842 41	386,842 41		18.33	21,104 33	28
50,000 00	50,000 00		16.	3,125 00	29
40,000 00	40,000 00		20.25	1,975 30	30
161,500 00	161,500 00		43.77	3,669 74	31
1,000,000 00	1,000,000 00		26.40	37,879 00	32
70,593,394 97	76,563,394 97		2,202.88	33,834 40	33
449,316,378 00	449,316,378 00		5,611.75	67,801 00	34
1,796,780 54	1,220,000 00	575,780 54	8.	1,52,720 07	35
70,000 00	70,000 00		4.64	15,066 21	36
30,000 00	30,000 00		30.	1,000 00	37
643,070 62	643,070 62		45.22	14,220 98	38
17,200 00	17,200 00		23.83	721 77	39
10,000 00	10,000 00		6.	1,666 67	40
784,000 00	784,000 00		1.03	761,165 00	41
61,980,795 00	61,980,795 00		1,183.27	52,388 55	42
3,352,500 00	3,352,500 00		123.79	27,062 16	43
					44
521,400 00	521,400 00		51.97	10,033 00	45
25,700,000 00	23,500,000 00	2,200,000 00	503.13	46,707 00	46
\$2,032,942,445 80	\$1,772,976,185 26	\$259,966,260 54	43,977.54	\$46,226 83	

RECAPITULATION,
Showing Capital Stock, Bonds and

Name of Company.	Capital stock.	Bonds.	Equipment, trust obligations.	Current liabilities.
1. Abbotsford & Northeastern	\$120,000 00	\$112,000 00		
2. Ahnapee & Western	439,500 00	425,000 00		
3. Ashland, Odanah & M.	100,000 00			
4. Bayfield Transfer	1,075,400 00	1,500,000 00		
5. Big Falls Ry. Co.	1,000 00	2,500 00		
6. Chl., M. & St. Paul ¹	32,051,144 30	30,322,017 50		
7. Chicago & Northwestern	31,578,404 44	41,931,672 59		\$2,488,893 32
8. C., St. P., Mpls. & O.	15,005,195 88	13,647,070 02		
9. Chl., Burl. & Quincy ¹				
10. Chl., L. S. & Eastern	100,000 00			
11. Chl., Harv. & Geneva L.	75,000 00	62,500 00		38,879 90
12. Chl., & Lake Superior	18,000 00			
13. Chippewa R. & Northern	25,000 00			
14. Chippewa V. & Northern	58,000 00			
15. Drummond & S. W.	10,000 00	50,000 00		
16. Dul., S. S. & Atlantic ¹				
17. Dul., Sup. & W. T.	2,000,000 00	500,000 00		
18. Fairchild & Northeastern	500 00			
19. Great Northern ¹				
20. Green Bay & Western	2,500,000 00	7,000,000 00		
21. Hawthorne, Nebag. & Sup.	50,000 00			
22. Hazelhurst & S. E.	100,000 00			
23. Hillsboro & N. E.	20,000 00			9,000 00
24. Illinois Central		1,725,139 00		
25. Iola & Northern	71,400 00			
26. Kewaunee, G. B. & W.	664,950 00	408,000 00	15,633 93	
27. La Crosse & Southeastern	105,400 00	750,000 00		32,248 07
28. Lake Sup. Term. & Trans	154,200 00	195,000 00		37,642 41
29. Laona & Northern	50,000 00			
30. Marathon County Ry. Co.	40,000 00			
31. Marinette, Tomah'k & W.	161,500 00			
32. Mineral Point & Northern	550,000 00	450,000 00		
33. M., St. P. & S. Ste. M.	3,276,000 00	11,409,112 00	303,949 62	667,536 78
34. Northern Pacific ¹				
35. N. W. Coal Ry. Co.	1,000,000 00	794,000 00		1,760 54
36. Oshkosh Transp. Co.	70,000 00			
37. Robbins Ry. Co.	30,000 00			
38. Stanley, Merrill & P.	100,000 00	500,000 00		43,070 62
39. Superior & Southeastern	5,000 00	12,200 00		
40. Whitcomb & Morris	10,000 00			
41. Winona Bridge Ry. Co.	209,600 00	201,216 00		
42. Wisconsin Central	27,706,000 00	28,476,122 50	586,233 18	
43. Wisconsin & Michigan	465,550 00	1,254,500 00		
44. Wisconsin & Northern ²				
45. Wisconsin Western	521,400 00			
Total	\$121,816,234 62	\$142,328,140 21	\$906,816 73	\$3,319,030 73

¹ Not apportioned.² Road mileage basis.³ To ore and dock connections.⁴ Mileage basis for capital stock is 32.62.⁵ Road under construction.

REPORT OF THE RAILROAD COMMISSION.

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WISCONSIN, 1907.

Other Obligations, Current Liabilities, etc.

Total amount outstanding.	Apportionment.		Total amount per mile of road.		No.
	To railroads.	To other properties.	Miles.	Total amount.	
\$232,000 00	\$232,000 00		15.16	\$15,303 00	1
884,500 00	884,500 00		34.00	25,426 47	2
100,000 00	100,000 00		27.00	3,703 70	3
3,175,400 00	3,175,400 00		3.86	822,642 00	4
3,500 00	3,500 00		21.00	166 66	5
62,373,161 80	62,373,161 80		1,722.77	36,205 16	6
75,999,080 35	75,999,080 35		1,909.77	39,794 87	7
29,342,266 50	29,342,266 50		766.60	38,777 13	8
					9
100,000 00	100,000 00		19.46	5,138 75	10
176,378 99	176,378 99		5.50	32,068 90	11
18,000 00	18,000 00		3.00	6,000 00	12
25,000 00	25,000 00		19.00	1,398 89	13
68,000 00	68,000 00		15.53	3,734 71	14
60,000 00	60,000 00		8.18	7,334 94	15
					16
2,500,000 00	2,500,000 00		6.20	65,703 15	17
500 00	500 00		39.00	13 16	18
					19
10,100,000 00	10,100,000 00		225.00	44,839 00	20
50,000 00	50,000 00		7.35	6,802 72	21
100,000 00	100,000 00		11.00	9,090 90	22
38,000 00	38,000 00		5.00	7,000 00	23
1,725,139 00	1,725,139 00		91.31	18,893 21	24
71,400 00	71,400 00		4.70	15,191 00	25
1,089,568 93	1,089,568 93		36.70	29,661 00	26
887,648 07	887,648 07		40.81	20,961 00	27
386,842 41	386,842 41		18.33	21,104 33	28
50,000 00	50,000 00		16.00	3,125 00	29
40,000 00	40,000 00		20.25	1,975 30	30
161,500 00	161,500 00		43.77	3,689 74	31
1,000,000 00	1,000,000 00		26.40	37,879 00	32
15,650,508 40	15,650,508 40		353.01	44,361 71	33
					34
1,765,700 54	1,220,000 00	\$575,700 54	8.00	152,720 07	35
70,000 00	70,000 00		4.64	15,083 21	36
30,000 00	30,000 00		30.00	1,000 00	37
643,070 62	643,070 62		45.22	14,220 93	38
17,200 00	17,200 00		23.83	721 77	39
10,000 00	10,000 00		6.00	1,606 67	40
410,816 00	410,816 00		.54	700,770 36	41
56,797,355 68	56,797,355 68		1,073.34	52,888 51	42
1,720,140 00	1,720,140 00		467.10	32,907 70	43
					44
521,400 00	521,400 00		51.97	10,033 00	45
\$268,360,262 21	\$268,793,461 75	\$575,700 54	6,814.39	\$39,382 72	

PERMANENT IMPROVEMENTS,

Of Roads Operating in Wisconsin as Reported to the Rail

Name of company.	Expenditures during the year for construction.		
	Included in operating expenses.	Not included in operating expenses.	Total construction.
1. Abbotsford & Northeastern			
2. Ahnapee & Western ¹			
3. Ashland, Odanah & Marengo		\$17,746 26	\$17,746 26
4. Bayfield Transfer		423 48	423 48
5. Big Falls Ry. Co. ¹			
6. Chicago, Milwaukee & St. Paul		5,386,721 99	5,386,721 99
7. Chicago & Northwestern	\$186,504 72	7,702,809 07	7,949,456 79
8. Chicago, St. Paul, Minneapolis & O.		1,048,899 99	1,048,899 99
9. Chicago, Burlington & Quincy		3,700,389 47	3,700,389 47
10. Chicago, Lake Shore & Eastern		371,011 87	371,011 87
11. Chicago, Harvard & Geneva Lake		4,189 48	4,189 48
12. Chicago & Lake Superior ¹			
13. Chippewa River & Northern ¹			
14. Chippewa Valley & Northern		43,586 07	43,586 07
15. Drummond & Southwestern ¹			
16. Duluth, South Shore & Atlantic	5,830 00	192,511 31	198,341 31
17. Duluth, Superior & Western Terminal ¹ ..			
18. Dunbar & Wausaukee ¹			
19. Fairchild & Northeastern		16,424 56	16,424 56
20. Great Northern ¹			
21. Green Bay & Western	32,000 00		32,000 00
22. Hawthorne, Nebagamon & Superior	2,677 22		2,677 22
23. Hazelhurst & Southeastern ¹			
24. Hillsboro & Northeastern		5,387 85	5,387 85
25. Illinois Central		4,564 34	4,564 34
26. Iola & Northern ¹			
27. J. R. Davis Lumber Co., Logging Ry. ¹ ..			
28. Kewaunee, Green Bay & Western	1,200 00		1,200 00
29. La Crosse & Southeastern ¹			
30. Lake Superior Terminal & Transfer		8,329 09	8,329 09
31. Loana & Northern		18,431 32	18,431 32
32. Marathon County Ry. Co. ¹			
33. Marinette, Tomahawk & Western ¹			
34. Mineral Point & Northern		2,226 11	2,226 11
35. Mpls., St. Paul & Sault Ste. Marie		4,995,181 48	4,995,181 48
36. Northern Pacific		7,036,502 04	7,036,502 04
37. Northwestern Coal Ry. Co.	2,962 12		2,962 12
38. Oshkosh Transportation Co. ¹			
39. Roddis Lbr. & V. Co., Logging Ry.			
40. Stanley, Merrill & Phillips		3,065 24	3,065 24
41. Superior & Southeastern	261 04	31,752 26	32,013 30
42. Whitcomb & Morris ¹			
43. Winona Bridge Ry. Co. ¹			
44. Wisconsin Central		5,314,011 76	5,314,011 76
45. Wisconsin & Michigan		45,283 21	45,283 21
46. Wisconsin & Northern		944,215 49	944,215 49
47. Wisconsin, Ruby & Southern			
48. Wisconsin Western ¹			
49. Eastern Ry. Co. of Minnesota		771,777 09	771,777 09
Total	\$195,386 84	\$9,530,979 44	\$9,726,366 28

¹ Not reported.² Credit.—Cost of road, \$937,000.00, transferred to books of leased line, June 30, 1907.³ Credit.—Cost of equipment, \$183,000.00, transferred to books of leased line, June 30, 1907.⁴ Not including \$1,017,811.41 charged to special fund.⁵ Credit.

WHOLE LINE, 1907.

road Commission for the Year Ending June 30, 1907.

Expenditures during the year for equipment.			Grand total construction and equipment.	Credits, property and material sold, and deductions.	Difference or net addition to property.	No.
Included in operating expenses.	Not included in operating expenses.	Total equipment.				
\$1,500 00		\$1,500 00	\$1,500 00		\$1,500 00	1
	\$1,475 00	1,475 00	10,271 26			2
	2,500 15	2,500 15	3,925 01	\$1,484 42	2,441 19	3
						4
	3,107,915 18	3,107,915 18	8,494,637 17			5
901,149 90	3,081,490 85	3,989,640 75	11,912,097 54	307,906 20	11,704,131 34	6
	124,627 31	124,627 31	1,173,527 30		1,173,527 30	7
	3,205,820 00	3,205,820 00	7,596,270 41			8
	300,120 65	300,120 65	24,881 22	2,085 00	26,906 22	9
	2,218 87	2,218 87	6,407 35		6,407 35	10
						11
						12
	60 00	60 00	43,646 67		43,646 67	13
						14
	200,976 81	200,976 81	450,318 12	1,736 00	457,563 12	15
						16
	4,592 27	4,592 27	21,016 83	1,046 75	19,970 08	17
						18
			32,000 00			19
7,024 67		7,024 67	9,701 80	88,784 35		20
						21
	1,102,016 16	1,102,016 16	5,387 86			22
			1,106,600 50			23
						24
			1,200 00			25
						26
			8,329 60		8,329 60	27
	2,944 75	2,944 75	21,376 07			28
						29
	6,795 73	6,795 73	8,901 84		8,901 84	30
	2,950,915 07	2,950,915 07	47,936,066 55		7,986,066 55	31
	5,251,410 28	5,251,410 28	12,287,912 32	1,973,206 40	10,314,706 92	32
			2,962 12		2,962 12	33
						34
	800 00	800 00	800 00		800 00	35
						36
	3,799 51	3,799 51	3,065 24		3,065 24	37
			35,812 81			38
						39
	9,067 22	9,067 22	5,323,069 96	41,355 71	5,281,713 27	40
	18,563 50	18,563 50	26,719 71	18,563 50	26,719 71	41
	17,390 00	17,390 00	961,565 49			42
600 00		600 00	600 00		600 00	43
						44
	2,451,692 99	2,451,692 99	3,223,460 62			45
						46
\$908,249 90	\$3,585,908 55	\$4,490,249 45	\$14,215,614 73	\$210,747 95	\$14,004,866 78	47
						48
						49
						50

PERMANENT IMPROVEMENTS.

Of Roads Operating in Wisconsin as Reported to the

Name of Company.	Expenditures During the Year for Construction.		
	Included in operating expenses.	Not included in operating expenses.	Total construction.
1. Abbotsford & Northeastern			
2. Ahnapee & Western ¹			
3. Ashland, Odanah & Marengo.....		\$17,746 26	\$17,746 26
4. Bayfield Transfer		423 46	423 46
5. Big Falls Ry. Co. ¹			
6. Chicago, Milwaukee & St. Paul ²		1,298,300 00	1,298,300 00
7. Chicago & Northwestern	\$47,358 15	1,970,242 44	2,017,600 59
8. Chicago, St. Paul, Mpls. & Omaha		687,185 12	687,185 12
9. Chicago, Burlington & Quincy		24,655 21	24,655 21
10. Chicago, Lake Shore & Eastern		446 39	446 39
11. Chicago, Harvard & Geneva Lake		2,094 26	2,094 26
12. Chicago & Lake Superior ¹			
13. Chippewa River & Northern ¹			
14. Chippewa Valley & Northern		43,586 67	43,586 67
15. Drummond & Southwestern ¹			
16. Duluth, South Shore & Atlantic ⁴			
17. Duluth, Superior & Western Term. ¹			
18. Dunbar & Wausaukee ¹			
19. Fairchild & Northeastern		16,424 50	16,424 56
20. Great Northern ¹			
21. Green Bay & Western	32,000 00		32,000 01
22. Hawthorne, Nebagamon & Superior	2,677 22		2,677 22
23. Hazelhurst & Southeastern ¹			
24. Hillsboro & Northeastern		5,387 86	5,387 86
25. Illinois Central ¹			
26. Iola & Northern ¹			
27. J. R. Davis Lbr. Co., Logging Ry. ¹			
28. Keweenaw, Green Bay & Western	1,200 00		1,200 00
29. La Crosse & Southeastern ¹			
30. Lake Superior Terminal & Transfer		8,329 60	8,329 60
31. Laona & Northern		18,431 32	18,431 32
32. Marathon County Ry. Co. ¹			
33. Marinette, Tomahawk & Western ¹			
34. Mineral Point & Northern		2,226 11	2,226 11
35. Minneapolis, St. Paul & S. Ste. M. ¹		52,475 77	52,475 77
36. Northern Pacific ⁴			
37. Northwestern Coal Ry. Co.....	2,962 12		2,962 12
38. Oshkosh Transportation Co. ¹			
39. Roddis Lbr. & V. Co., Logging Ry.			
40. Stanley, Merrill & Phillips		3,065 24	3,065 24
41. Superior & Southeastern	261 04	31,758 26	32,013 30
42. Whitcomb & Morris ¹			
43. Winona Bridge Ry. Co. ¹			
44. Wisconsin Central		4,906,683 08	4,906,683 08
45. Wisconsin & Michigan ⁴			
46. Wisconsin & Northern		944,215 49	944,215 49
47. Wisconsin, Ruby & Southern			
48. Wisconsin Western ¹			
49. Eastern Ry. Co. of Minnesota		60,496 22	60,496 22
Total	\$46,488 58	\$9,998,067 35	\$10,079,525 88

¹ Not reported.² Road mileage basis.³ No equipment specifically assigned to Wisconsin.⁴ Not apportioned to Wisconsin.⁵ Not including \$45,824.61 charged to income account.⁶ Credit.

WISCONSIN, 1907.

Railroad Commission for the Year Ending June 30, 1907.

Expenditures During the Year for Equipment.			Grand total construction and equipment.	Credits—property and material sold, and deductions.	Differences or net additions to property.	No.
Included in operating expenses.	Not included in operating expenses.	Total equipment.				
\$1,500 00		\$1,500 00	\$1,500 00		\$1,500 00	1
						2
	\$1,475 00	1,475 00	19,221 26		19,221 26	3
	3,502 15	3,502 15	2,926 61	\$1,494 42	2,441 19	4
						5
	749,007 56	749,007 56	2,047,207 56		2,047,207 56	6
228,713 80	777,013 01	1,005,726 81	3,072,327 43	52,793 44	2,970,533 99	7
	57,453 17	57,453 17	684,638 20		684,638 20	8
	(*)	(*)	24,655 21		24,655 21	9
	6,946 80	6,946 80	7,398 19		7,398 19	10
	1,109 44	1,109 44	3,203 69		3,203 69	11
						12
						13
	60 00	60 00	43,646 67		43,646 67	14
						15
						16
						17
	4,592 27	4,592 27	21,016 83	1,046 75	19,970 08	18
						19
			32,000 00		32,000 00	20
7,024 67		7,024 67	9,701 89	89,794 35	79,087 46	21
						22
			5,397 86		5,397 86	23
						24
						25
						26
						27
			1,200 00		1,200 00	28
						29
			8,329 60		8,329 60	30
	2,944 75	2,944 75	21,376 07		21,376 07	31
						32
	6,765 73	6,765 73	8,991 84		8,991 84	33
460,342 75		460,342 75	462,818 52		462,818 52	34
						35
			2,968 12		2,968 12	36
						37
	800 00	800 00	800 00		800 00	38
			3,065 24		3,065 24	39
	3,799 51	3,799 51	35,812 81		35,812 81	40
						41
						42
	8,364 14	8,364 14	4,915,047 17	39,192 00	4,876,855 17	43
						44
	17,880 00	17,880 00	961,595 49		961,595 49	45
600 00		600 00	600 00		600 00	46
						47
	(*)	(*)	69,496 22		69,496 22	48
						49
\$237,833 47	\$2,101,566 31	\$2,339,394 78	\$12,418,920 6	\$182,300 96	\$12,236,619 70	

COST OF ROAD AND EQUIPMENT.
Of Roads Operating in Wisconsin as Reported

Name of Company.	Net additions during the year.			Total
	Con- struction.	Equip- ment.	Total.	Con- struction.
1. Abbotsford & N. E.				\$227,000 00
2. Ahnapee & Western ¹				
3. Ashland, O. & M.	\$24,385 06	\$24,080 00	\$48,465 06	83,380 00
4. Bayfield Transfer	\$1,000 96	3,502 15	2,441 19	3,406,905 13
5. Big Falls Ry. Co. ¹				
6. Chi., Mil. & St. P.	5,386,721 99	3,107,915 18	8,494,637 17	
7. Chicago & Northwestern	7,877,490 50	3,062,640 75	11,940,131 34	
8. Chi., St. P. Mpls. & O.	1,048,800 90	124,627 31	1,173,527 39	
9. Chi., Burl. & Quincy ..	3,700,390 47	3,895,890 94	7,596,210 41	
10. Chi., L. Shore & Eastern ..	\$510,683 86	84,684 88	\$425,968 98	2,300,444 06
11. Chi., Harv. & Geneva L.	4,188 48	2,218 87	6,407 35	304,650 41
12. Chicago & Lake Superior ¹ ..				
13. Chippewa R. & Northern ¹ ..				
14. Chippewa V. & Northern ..	43,566 67	00 00	43,646 67	163,274 16
15. Drummond & S. W.				147,108 19
16. Dul., South Shore & Atl.	191,111 31	200,641 81	451,753 12	43,391,913 37
17. Dul. Sup. & W. Term.	1,125,646 67		1,125,646 67	3,895,905 90
18. Dunbar & Wausaukee				71,033 02
19. Fairchild & Northeastern ..	15,680 31	4,889 77	19,970 08	251,638 85
20. Great Northern	4,032,464 26	5,991,532 79	10,023,997 04	15,225,552 84
21. Green Bay & Western		139,550 00	138,550 00	9,407,087 50
22. Hawthorne, Nebag. & Sup.	\$50,480 64	\$38,308 71	\$88,784 36	37,192 36
23. Hazelhurst & S. E.				80,912 63
24. Hillsboro & N. E.	5,387 86		5,387 85	
25. Illinois Central	1,102,016 16	2,602,970 81	3,794,986 97	
26. Iola & Northern	3,000 00	\$3,332 08	\$332 06	68,000 00
27. J. R. Davis Lumber Co., Logging Ry. ¹				
28. Kewaunee, G. B. & W.		6,000 00	6,000 00	961,725 00
29. La Crosse & S. E.	41,951 04	2,247 91	44,198 95	766,925 46
30. Lake Sup. T. & T.	8,329 00		8,329 09	302,855 06
31. Laona & Northern	18,431 32	2,944 75	21,376 07	114,056 16
32. Marathon County Ry. Co. ¹				
33. Marinette Tomahawk & Western	\$384 04		\$384 04	510,710 32
34. Mineral Point & N.	2,226 11	6,765 73	8,991 84	961,651 00
35. M., St. P. & S. Ste. M.	4,985,181 48	2,960,915 07	7,946,096 55	55,403,908 09
36. Northern Pacific	8,794,212 49	5,251,410 28	14,045,622 77	318,388,493 45
37. N. W. Coal Ry. Co.	1,380 00		1,380 00	221,193 27
38. Oshkosh Trans. Co.				
39. Roddis Lumber & Veneer Co., Logging Ry.		800 00	800 00	
40. Robbins Ry. Co.				25,118 31
41. Stanley, Merrill & Phil- lips	3,065 24		3,065 24	479,457 95
42. Superior & Southeastern ..	64,472 66	3,799 51	68,272 17	116,185 62
43. Whitcomb & Morris		1,160 00	1,160 00	8,320 40
44. Winona Bridge Ry. Co.				789,304 00
45. Wisconsin Central	5,272,756 06	8,957 22	5,281,713 27	54,019,413 55
46. Wisconsin & Michigan	45,283 21	\$18,563 50	26,719 71	3,760,565 52
47. Wisconsin & Northern	950,123 25	17,380 00	967,503 25	950,123 25
48. Wis., Ruby & Southern				9,407 24
49. Wisconsin Western				
50. Eastern Ry. of Minn.	771,777 69	2,451,632 99	3,223,460 66	23,638,142 89
Total	\$44,923,677 83	\$30,838,799 44	\$75,762,477 27	..... (2)

¹ Not reported.² Credit.³ Totals omitted on account of incomplete reports.

WHOLE LINE, 1907.

to the Railroad Commission for the Year Ending June 30, 1907.

cost to June 30, 1907.		Cost of road per per mile June 30, 1907.		Mileage upon which based.	No.
Equip-ment.	Total.	Con-struction.	Equip-ment.	Total,	
\$4,400 00	\$382,000 00	\$15,012 19	\$220 28	\$15,303 42	15 18
24,325 00	107,714 60	3,089 50	900 88	3,989 48	97 00
16,490 98	3,423,396 09	832,617 90	4,272 27	886,890 17	3 86
	259,148,727 01			36,130 17	7,172 04
	243,904,812 13			32,414 15	7,524 04
	62,408,611 00			33,016 71	1,641 61
	345,281,500 00			39,870 52	8,660 07
1,700,129 60	3,660,671 65	13,687 84	10,138 56	23,799 90	178 71
36,345 22	333,004 78	27,696 31	2,576 34	30,273 15	11 00
12,115 87	181,890 08	10,835 43	844 55	11,079 98	15 58
56,630 16	208,728 85	17,938 20	6,388 09	24,908 28	9 18
8,242,932 02	46,684,896 89	74,639 53	5,581 34	80,242 87	561 04
21,438 30	3,907,422 29	626,773 54	3,455 85	690,229 39	6 20
9,100 00	80,133 02	5,261 70	674 08	5,965 73	13 50
29,138 31	280,717 16	6,622 07	766 79	7,388 69	38 00
422,597 97	15,648,159 81				
600,000 00	10,067,067 50	42,075 94	2,086 67	44,742 61	285 00
12,907 58	50,999 94	5,080 18	1,759 13	6,983 78	7 35
22,850 15	103,762 78	7,356 69	2,077 29	9,432 98	26 00
	107,578,360 74			51,136 95	2,103 73
3,000 00	71,000 00	14,466 09	688 29	15,108 38	4 70
120,000 00	1,121,726 00	37,022 48	3,549 28	30,564 71	36 70
41,256 13	808,181 59	18,792 58	1,010 95	196,085 53	40 81
54,073 46	356,929 12	16,522 40	2,950 00	19,472 40	18 38
31,219 72	126,308 88	7,123 51	1,325 79	9,454 30	16 00
22,979 80	533,590 12	11,672 27	562 73	12,196 00	43 77
9,259 26	970,910 88	36,423 19	350 73	36,776 92	26 40
13,834,144 04	69,236,062 13	30,285 44	7,567 13	37,972 57	1,828 37
37,295,670 07	355,684,163 52				5,911 75
17,050 68	226,243 95	27,049 16	2,131 33	29,789 49	8 00
	70,000 00			15,086 21	4 64
10,200 00	10,200 00		816 00	816 00	12 50
19,981 69	45,000 00	837 28	662 72	1,500 00	30 00
121,447 98	600,906 88	8,609 41	2,180 78	10,790 19	55 69
15,814 38	132,000 00	4,875 60	663 63	5,589 23	23 83
3,280 00	11,589 40	1,388 23	543 33	1,981 56	6 00
	789,304 66	766,315 20		783,315 20	1 08
4,121,698 00	58,141,106 55	45,652 65	3,483 31	49,135 99	1,183 27
452,350 67	4,202,916 09	30,420 67	3,669 00	34,069 67	123 20
17,380 00	967,503 25	34,650 74	633 85	35,284 59	27 42
2,000 00	11,407 24	1,679 86	357 14	2,067 00	5 62
	521,400 00			10,033 00	51 91
7,217,183 70	30,905,311 59	47,081 56	14,344 54	61,426 10	503 13
.... (1)	\$1,629,093,765 05	..... (2) ....	..... (3)	\$42,633 26	38,211 85

COST OF ROAD AND
Of Roads Operating in Wisconsin as Reported to

Name of Company.	Net additions during the year.			Total cost
	Construc- tion.	Equipment.	Total.	Construc- tion.
1. Abbottsford & Northeastern.				\$227,600 00
2. Ahnapee & Western ¹				83,330 00
3. Ashland, Odanah & Mar...	\$4,386 06	\$4,620 00	\$89,003 08	3,408,906 13
4. Bayfield Transfer	\$1,060 96	3,502 15	2,441 19	
5. Big Falls Ry. Co. ¹				
6. Chi., Milwaukee & St. Paul.	1,298,200 00	749 007 56	2,047,207 56	
7. Chicago & Northwestern...	1,969,324 25	971,209 74	2,970 553 99	
8. Chi., St. Paul, Mpls. & O.	627,185 12	57,458 17	684,638 29	
9. Chi., Burlington & Quincy..	24,655 21	(²)	24,655 21	
10. Chi., Lake Shore & Eastern.				195,485 05
11. Chi., Harv. & Geneva Lake.	2,094 24	1,109 44	3,203 68	152,329 71
12. Chicago & Lake Superior ¹				
13. Chippewa River & Northern ¹				
14. Chippewa Valley & Northern	43,589 07	60 00	43,649 07	168,374 16
15. Drummond & Southwestern.				147,108 19
16. Duluth, S. S. & Atlantic ²				
17. Duluth, Superior & W. T...	1,125,646 07		1,125,646 07	3,865,995 99
18. Dunbar & Wausaukee				71,083 02
19. Fairchild & Northeastern ...	15,660 31	4,839 77	19,970 08	251,638 35
20. Great Northern ³				
21. Green Bay & Western		139,550 00	139,550 00	9,467,067 50
22. Hawthorne, Nebag. & Sup.	\$50,490 04	\$39,302 71	\$89,784 35	37,192 36
23. Hazelhurst & Southeastern.				80,912 63
24. Hillsboro & Northeastern...	5,387 86		5,387 86	
25. Illinois Central	4,548 34		4,548 34	
26. Iola & Northern	3,000 00	\$3,332 06	\$332 06	68,000 00
27. J. R. Davis L. Co., L. Ry. ¹				
28. Kewaunee, Green Bay & W.		6,000 00	6,000 00	991,735 00
29. La Crosse & Southeastern ..	41,951 04	2,247 91	44,198 95	766,925 46
30. Lake Superior T. & T.....	8,329 69		8,329 69	302,955 06
31. Laona & Northern	18,431 32	2,944 75	21,379 07	114,056 16
32. Marathon County Ry. Co. ¹				
33. Marinette, Tomahawk & W.	\$334 04		\$384 04	510,710 33
34. Mineral Point & Northern...	2,326 11	6,765 73	8,991 84	961,661 60
35. Mpls., St. P. & S. Ste. M...	2,475 77	460,343 75	462,818 52	13,333 264 41
36. Northern Pacific ⁴				
37. Northwestern Coal Ry. Co...	1,380 00		1,380 00	221,198 27
38. Oshkosh Transportation Co.				
39. Roddia L. & V. Co., L. Ry.		800 00	800 00	
40. Robbins Ry. Co.				25,118 31
41. Stanley, Merrill & Phillips..	3,065 24		3,065 24	479,457 95
42. Superior & Southeastern...	64,472 66	3,799 51	68,272 17	116,185 62
43. Whitcomb & Morris		1,160 00	1,160 00	8,329 40
44. Winona Bridge Ry. Co.				413,595 64
45. Wisconsin Central	4,868,583 38	8,271 79	4,876,855 17	48,054,046 10
46. Wisconsin & Michigan	19,254 42		19,254 42	1,594,740 40
47. Wisconsin & Northern	950,123 25	17,380 00	967,503 25	950,123 25
48. Wisconsin, Ruby & Southern				9,407 24
49. Wisconsin Western				
50. Eastern Ry. Co. of Minn....	69,496 22		69,496 22	
Total	\$11,142,685 47	\$2,388,738 50	\$13,531,422 97	(⁶)

¹ Not reported.² Credit.³ No equipment specifically assigned to Wisconsin.⁴ Estimated.⁵ Not apportioned to Wisconsin.⁶ Totals omitted on account of incomplete reports.

EQUIPMENT, WISCONSIN, 1907.

the Railroad Commission for the Year Ending June 30, 1907.

to June 30, 1907.		Cost of road per mile June 30, 1907.			Mileage upon which based.	No
Equipment.	Total.	Construc- tion.	Equipment.	Total.		
\$4,400 00	\$232,000 00	\$15,013 19	\$290 23	\$15,303 42	15 16	1
24,325 00	107,714 60	3,068 50	800 63	3,869 43	27 03	2
16,490 96	3,423,366 09	882,617 90	4,272 27	886,890 17	3 86	3
	62,454,843 21			36,262 57	1,722 77	4
	61,903,973 41			32,414 15	1,909 77	5
	28,815,525 68			38,016 71	757 97	6
	11,483,407 62			51,564 59	222 57	7
58,910 00	254,305 65	10,045 51	3,027 23	13,072 74	19 46	8
14,172 66	166,502 37	13,848 16	1,289 42	15,136 56	5 50	9
						10
						11
						12
						13
13,115 87	181,390 08	10,835 43	844 53	11,679 98	15 53	14
56,630 16	203,733 35	17,983 28	6,923 00	24,906 28	8 18	15
						16
21,426 30	3,907,422 24	626,773 54	3,435 85	630,229 39	6 20	17
9,100 00	80,133 02	5,261 70	674 08	5,935 78	13 50	18
29,133 31	280,777 16	6,622 07	703 79	7,383 66	38 00	19
						20
600,000 00	10,007,087 50	42,075 94	2,608 67	44,742 61	226 00	21
12,907 58	50,959 94	5,060 18	1,756 13	6,833 76	7 35	22
28,850 15	103,762 78	7,355 69	2,077 29	9,432 96	26 00	23
						24
	3,218,519 35			35,248 27	91 31	25
3,006 00	71,000 00	14,498 09	638 29	15,106 38	4 70	26
						27
130,000 00	1,121,725 00	27,062 48	3,542 23	30,564 71	36 70	28
41,266 13	806,181 59	18,792 59	1,010 95	196,035 51	40 81	29
54,073 46	356,929 12	16,522 40	2,950 00	19,472 40	18 33	30
21,212 72	135,268 86	7,126 51	1,325 70	8,454 30	16 00	31
						32
22,879 80	539,560 12	11,673 27	522 73	12,196 00	43 77	33
9,259 26	970,910 66	36,426 19	350 73	36,763 22	26 40	34
2,794,465 83	16,126,730 24	37,767 38	7,916 11	45,683 49	363 01	35
						36
17,050 68	238,343 95	27,649 16	2,131 33	29,780 49	8 00	37
	70,000 00			15,060 21	4 64	38
10,300 00	10,200 00		816 00	816 00	30 00	39
19,881 69	45,000 00	837 28	662 72	1,500 00	30 00	40
121,447 96	600,905 88	8,609 41	2,180 78	10,790 19	56 69	41
15,614 33	132,000 00	4,875 60	663 63	5,539 24	23 33	42
3,260 00	11,589 40	1,386 23	543 33	1,931 56	6 00	43
	413,565 64	401,549 16		401,549 16	64 44	44
3,511,869 80	51,565,901 13	44,770 57	3,271 90	48,042 47	1,073 34	45
245,169 18	1,840,909 64	23,766 62	3,669 00	27,435 62	67 10	46
17,380 00	967,503 25	34,650 74	633 85	35,284 59	27 42	47
3,000 00	11,407 24	1,679 80	357 14	2,037 00	6 62	48
	521,400 00			10,083 00	51 97	49
					32 41	50
.... (*)	\$263,488,176 70	.... (*) ....	.... (*) ....	\$36,350 56	7,453 55	

NET ADDITIONS TO ROADS AND
Of Railroads Operating in Wisconsin as Reported to the
Constr

Name of company.	Right of way.	Other real estate.	Fences.	Grading and bridge and culvert masonry.
1. Ashland, Odanah & Marengo				\$7,362 30
2. Bayfield Transfer				
3. Chi., Milwaukee & St. P.	\$2,398,388 90		\$6,318 64	
4. Chicago & Northwestern	1,074,407 92		62,712 68	1,078,912 90
5. Chi., St. Paul, Mpls. & O.	9,803 88		13,304 94	259,298 00
6. Chi., Burlington & Quincy ..	492,420 73	¹ \$268,862 92	32,876 67	997,310 90
7. Chicago, L. S. & Eastern				
8. Chi., Harv. & Geneva Lake ..				
9. Chippewa Valley & Northern ..	188 50			24,625 72
10. Duluth, S. S. & Atlantic	175 00		404 45	3,713 65
11. Duluth, Superior & W. T.	56,549 60			30,488 06
12. Fairchild & Northeastern ..	150 00		583 41	5,917 89
13. Great Northern	183,517 68	38,549 40	11,069 62	650,117 64
14. Hawthorne, Nebag. & Sup.				
15. Hillsboro & Northeastern ..				
16. Illinois Central	45,550 66		9,773 70	227,969 48
17. La Crosse & Southeastern ..	27,766 96			
18. Laona & Northern	356 47			4,804 30
19. Marinette, Tomahawk & W.				
20. Mineral Point & Northern ..	474 00			
21. Mpls., St. P. & S. Ste. M.	252,027 14		87,225 65	1,418,219 41
22. Northern Pacific	1,109,324 60	19,924 38	6,711 68	5,230,919 18
23. Northwestern Coal Ry. Co.	1,380 00			
24. Stanley, Merrill & Phillips ..	52 48			2,168 32
25. Superior & Southeastern				
26. Wisconsin Central	1,545,488 79		13,714 72	1,595,134 76
27. Wisconsin & Northern	140,963 86	1,086 11	5,907 76	415,488 14
28. Eastern Ry. Co. of Minn.	42,577 53	123 15	3,484 08	331,479 31
Total	\$7,379,322 83	¹ \$124,269 78	\$253,066 18	\$10,198,960 82

¹ Credit.² And ties.

EQUIPMENT, WISCONSIN, 1907.

the Railroad Commission for the Year Ending June 30, 1907.

to June 30, 1907.		Cost of road per mile June 30, 1907.			Mileage upon which based.	No
Equipment.	Total.	Construc- tion.	Equipment.	Total.		
\$4,400 00	\$232,000 00	\$15,013 10	\$290 23	\$15,303 42	15 16	1
24,325 00	107,714 80	3,088 50	900 03	3,989 43	27 00	2
10,490 96	3,433,366 00	882,017 90	4,272 27	880,890 17	3 86	3
	62,454,843 21			36,262 57	1,722 77	4
	61,903,973 41			32,414 15	1,909 77	5
	28,815,525 68			38,016 71	757 97	6
	*11,483,407 62			*51,594 59	222 57	7
59,910 00	254,365 65	10,045 51	3,027 23	13,072 74	10 46	8
14,172 66	166,502 37	13,848 16	1,289 42	15,139 56	5 60	9
						10
						11
						12
						13
13,115 87	181,390 08	10,835 43	844 55	11,679 98	15 53	14
56,630 16	203,733 35	17,983 28	6,923 00	24,906 28	8 18	15
						16
21,420 30	3,907,422 20	626,773 54	3,455 85	630,220 39	6 20	17
9,100 00	80,133 02	5,261 70	674 08	5,935 78	13 50	18
29,138 31	280,777 16	6,622 07	763 79	7,388 06	39 00	19
						20
600,000 00	10,067,087 50	42,075 94	2,666 07	44,742 61	225 00	21
12,507 58	50,999 94	5,060 18	1,756 13	6,988 76	7 35	22
22,890 15	103,762 78	7,355 69	2,077 29	9,432 98	26 00	23
						24
	3,218,519 35			35,248 27	91 31	25
3,000 00	71,000 00	14,498 09	638 29	15,106 38	4 70	26
						27
130,000 00	1,121,725 00	27,082 48	3,542 23	30,564 71	36 70	28
41,250 13	806,181 59	18,792 58	1,010 95	198,035 53	40 81	29
54,073 46	356,929 12	16,522 40	2,950 00	19,472 40	18 33	30
21,212 72	135,268 86	7,128 51	1,325 79	8,454 30	16 00	31
						32
22,879 80	533,590 12	11,673 27	522 73	12,196 00	43 77	33
9,250 26	970,910 86	36,426 19	350 73	36,763 92	26 40	34
2,794,465 83	16,126,730 24	37,767 38	7,916 11	45,683 49	353 01	35
						36
17,050 68	238,243 95	27,649 16	2,131 33	29,780 49	8 00	37
	70,000 00			15,060 21	4 64	38
10,200 00	10,200 00		816 00	816 00	30 00	39
19,981 69	45,000 00	837 28	662 72	1,500 00	30 00	40
121,447 98	600,905 88	8,609 41	2,180 78	10,790 19	55 69	41
15,514 38	132,000 00	4,875 60	663 63	5,539 23	23 88	42
3,260 00	11,589 40	1,388 23	543 33	1,931 56	6 00	43
	413,565 64	401,549 16		401,549 16	54 44	44
3,511,366 80	51,565,901 00	44,770 57	3,271 90	48,042 47	1,073 34	45
246,169 18	1,840,909 64	23,766 62	3,669 00	27,435 62	67 10	46
17,380 00	987,503 25	34,660 74	633 85	35,284 59	27 42	47
2,000 00	11,407 24	1,679 86	357 14	2,037 00	6 62	48
	521,400 00			10,063 00	51 97	49
					32 41	50
.... (°)	\$263,488,176 70	..... (°) .....	..... (°) .....	\$36,350 56	7,453 55	

NET ADDITIONS TO ROAD AND EQUIP

Construction—

Name of Company.	Engineering expenses.	Interest during construction.	Discount on securities.	Telegraph line.
1. Ashland, Odaunah & Marengo				
2. Bayfield Transfer	\$80 00			
3. Chi., Milwaukee & St. Paul				
4. Chicago & Northwestern	129,080 92		\$71,100 20	\$4,583 10
5. Chi., St. Paul, Mpls. & O.	21,220 67		26,708 34	2,865 96
6. Chi., Burlington & Quincy	54,478 79			14,601 35
7. Chi., Lake Shore & Eastern				
8. Chi., Harv. & Geneva Lake				
9. Chippewa Valley & Northern	294 42	\$8,083 12		53 16
10. Duluth, S. S. & Atlantic	5,101 09			
11. Duluth, Superior & W. T.				
12. Fairchild & Northeastern	148 11			
13. Great Northern	23,453 62			3,068 78
14. Hawthorne, Nebag. & Sup.				
15. Hillsboro & Northeastern			5,300 00	
16. Illinois Central	9,348 53			
17. Iola & Northern				
18. La Crosse & Southeastern	5,944 53	7,385 57		
19. Lake Sup. Term. & Trans.				
20. Laona & Northern	25 97			
21. Marinette, Tomahawk & W.				
22. Mineral Point & Northern				
23. Mpls., St. P. & S. Ste. M.	60,001 61		442,863 33	53,895 01
24. Northern Pacific	234,836 00			3,413 08
25. Northwestern Coal Ry. Co.				
26. Stanley, Merrill & Phillips	77 80			
27. Superior & Southeastern	998 56			27 26
28. Wisconsin Central	115,914 51	176,663 50	763,800 00	8,965 60
29. Wisconsin & Michigan		5,243 92		191 25
30. Wisconsin & Northern	44,600 50			1,237 38
31. Eastern Ry. Co. of Minn.	15,873 16			
Total	\$731,557 74	\$196,276 11	\$1,167,536 47	\$93,542 01

¹ Credit.² Credit of \$112,311.47 deducted.³ Cost of road transferred to books of leased lines.⁴ Credit, depreciation and sale \$22,132.92.

MENT, WHOLE LINE, 1907--Continued.

Continued.

Wharfing, etc.	Sidings and yard extensions.	Terminal facilities and elevators.	Purchase of con- structed road.	Other items.	Total construc- tion.	No.
				\$18,806 38	\$4,886 66	1
	\$325 10				21,080 96	2
				\$654,433 56	5,386,721 90	3
\$26,406 40		\$850 00		1,121,159 40	7,877,490 50	4
		4,160 17		2,063 42	1,048,899 99	5
		325,483 75	\$38,242 23	41,344 26	3,700,889 47	6
				\$937,000 00	1510,683 86	7
				72 90	4,183 43	8
		387 50		1,250 00	43,583 07	9
133,110 55	11,202 27		1,500 00		191,111 31	10
935,245 77				5,602 44	1,125,648 07	11
				223 50	15,890 31	12
\$101 08				983,482 00	4,062,404 26	13
					150,480 64	14
					6,397 86	15
2,502 50		29,240 75		367,385 48	1,102,016 18	16
				3,000 00	3,000 00	17
				19,365 49	41,961 04	18
	2,329 09				8,229 69	19
					18,431 32	20
					184 04	21
	1,094 01				2,226 11	22
	35,558 70			220,770 64	4,985,181 48	23
		230,132 16		2,238,979 11	8,794,212 49	24
					1,990 00	25
				719 51	3,085 24	26
	8,795 15			33,106 36	64,472 66	27
5,577 48	278,071 33		\$41,256 71	126,046 00	5,372,756 05	28
				45,283 21	45,283 21	29
				105,512 27	950,123 25	30
				126,325 35	771,777 69	31
\$1,102,801 62	\$341,376 25	\$588,554 35	\$177,907 94	\$5,142,286 18	\$44,923,077 83	

NET ADDITIONS TO ROAD AND

Equip

Name of Company.	Loco- motives.	Passenger cars.	Sleeping, parlor and dining cars.	Baggage, express and postal cars.
1. Ashland, Odanah & Marengo	\$1,300 00			
2. Bayfield Transfer				
3. Chi., Mil. & St. Paul		\$211,800 00	\$359,532 04	\$15,185 11
4. Chicago & Northwestern	1,194,848 78	433,794 49	146,192 80	
5. Chi., St. P., Mpls. & O.	68,964 24	29,745 04		
6. Chi., Burlington & Quincy	2,005,230 16	3,283 62	64,310 97	14,648 99
7. Chi., Lake Shore & Eastern	162,622 37			
8. Chi., Harv. & Geneva Lake	1,938 10	280 71		
9. Chippewa Valley & Northern				
10. Dul., South Shore & Atlantic	150,291 33			
11. Dul., Sup. & West. Term.				
12. Fairchild & Northeastern	1,520 98			
13. Great Northern	2,865,190 44	400,505 60	5,369 18	139,805 06
14. Green Bay & Western				
15. Hawthorne, Nebag. & Sup.	29,100 00			
16. Hillsboro & Northeastern				
17. Illinois Central	776,879 64	255,718 90		130,287 69
18. Iola & Northern				
19. Kewaunee, Green Bay & W.				
20. La Crosse & Southeastern				
21. Lake Sup., Term. & Trans.				
22. Laona & Northern	2,944 75			
23. Marinette, Tomahawk & W.				
24. Mineral Point & Northern	6,361 25			
25. Mpls. St. P. & S. Ste. M.	1,207,333 88	257,889 22	304,607 42	89,210 44
26. Northern Pacific	4,107,774 32	394,800 00	341,184 51	114,003 89
27. Northwestern Coal Ry. Co.				
28. Roddis Lumber & Veneer Co., Logging Ry.				
29. Stanley, Merrill & Phillips				
30. Superior & Southeastern				
31. Whitcomb & Morris	1,160 00			
32. Wisconsin Central	794 52	3,521 52		
33. Wisconsin & Michigan	24,074 61	24 70		
34. Wisconsin & Northern	6,000 00			
35. E. Ry. Co., of Minn.				
Total	\$12,638,035 14	\$2,073,796 56	\$1,120,195 92	\$503,754 08

¹ Credit depreciation and sale.² Credit.³ \$136,000 subtracted from total; sinking fund, bonds of 1879 retired.⁴ Credits transferred to books of leased lines.⁵ Charged off for depreciation.

MENT, WHOLE LINE, 1907—Continued.

Continued.

Wharfing, etc.	Sidings and yard extensions.	Terminal facilities and elevators.	Purchase of con- structed road.	Other items.	Total construc- tion.	No.
				\$18,896 39	\$4,398 66	1
	\$325 10				11,000 96	2
				\$54,433 58	5,386,721 99	3
\$26,466 40		\$850 00		1,121,159 49	7,877,400 50	4
		4,160 17		2,083 42	1,048,899 99	5
		325,483 75	\$38,242 28	41,344 26	3,700,399 47	6
				\$97,000 00	510,683 86	7
				72 90	4,188 48	8
		387 50		1,260 00	43,586 07	9
133,110 55	11,202 27		1,500 00		191,111 31	10
935,245 77				5,602 44	1,125,646 07	11
				293 50	15,590 31	12
101 08				963,482 60	4,082,494 26	13
					150,480 64	14
					5,397 86	15
2,502 50		29,240 75		397,386 48	1,102,016 16	16
				3,000 00	3,000 00	17
				19,395 49	41,961 04	18
	8,329 60				8,329 60	19
					18,431 32	20
					1894 04	21
	1,094 01				2,226 11	22
	85,558 70			220,770 64	4,965,181 48	23
		230,132 16		2,228,979 11	8,794,219 49	24
					1,380 00	25
				719 51	3,065 24	26
	6,795 15			33,106 39	64,472 68	27
5,577 49	278,071 33		\$41,266 71	128,046 00	5,372,756 05	28
				45,283 21	45,283 21	29
				106,512 27	950,123 25	30
				128,326 35	771,777 69	31
\$1,102,801 62	\$341,376 25	\$588,554 35	\$177,997 94	\$5,142,286 18	\$44,928,677 83	

NET ADDITIONS TO ROAD AND
Of Roads Operating in Wisconsin as Reported to the
Com

Name of Company.	Right of Way.	Other real estate.	Fences.	Grading and bridges and culvert masonry.
1. Ashland, Odanah & Marengo				\$7,362 80
2. Bayfield Transfer				
3. Chi., Mil. & St. Paul, ¹	\$377,629 24		\$1,522 31	
4. Chicago & Northwestern, ² ..	272,687 07		15,916 09	273,830 46
5. Chi., St. Paul, Mpls. & O. ..	8,199 36		3,928 30	125,065 14
6. Chi., Burlington & Quincy ..	152 75			141 31
7. Chi., Harv. & Geneva Lake ..				
8. Chippewa V. & Northern	198 50			24,625 73
9. Dul., Sup. & West. Term.	56,549 00			30,488 05
10. Fairchild & Northeastern ..	150 00		533 41	5,917 89
11. Hawthorne, Nebag. & Sup.				
12. Hillsboro & Northeastern				
13. Illinois Central	9 00			1,664 00
14. La Crosse & Southeastern ..	27,703 99			
15. Laona & Northern	356 47			4,804 30
16. Marinette, Tomahawk & W.				
17. Mineral Point & Northern ..	474 00			
18. Mpls. St. P. & S. Ste. M.	1,935 98			
19. Northwestern Coal Ry. Co.	1,330 00			
20. Stanley, Merrill & Phillips ..	52 48			2,168 32
21. Superior & Southeastern				
22. Wisconsin Central	1,427,258 93		12,665 65	1,417,697 18
23. Wisconsin & Northern	140,963 86	\$1,026 11	5,907 76	415,488 14
24. Eastern Ry. of Minn.	35,253 95			2,086 77
Total	\$2,550,919 12	\$1,026 11	\$40,474 12	\$3,311,086 92

¹ Credit.² Road mileage basis.³ Proportional.

EQUIPMENT.—WISCONSIN, 1907.

Railroad Commission for the Year Ending June 30, 1907.
struction.

Bridges, trestles and culverts.	Rails.	Ties.	Other superstruc- ture.	Buildings, furniture and fixtures.	Shop, machinery and tools.	No.
\$0 72	\$4,283 72	\$1,308 18	\$924 74	\$423 03	\$168 06	1
42,137 84	11,484 42				38 36	2
183,244 70	186,305 30	43,050 66	519,282 11			3
155,487 79	149,726 44	58,576 36	512,986 16	219,102 20	18,100 89	4
3,543 33	3,472 04	1,856 24	104,471 67	761 76		5
			14,762 49			6
			1,722 58	269 66	65 55	7
	7,785 89	1,406 58			601 77	8
50,148 89	7,596 76	7,368 44	23,201 44	153 72		9
107 09	5,383 72	3,039 77		71 22		10
	150,135 64		145 00	1300 00		11
				87 86		12
486 11	209 80	209 07	562 63	397 49		13
	120,033 44			1,512 70	9 20	14
	12,358 00			886 58		15
					1384 04	16
				658 10		17
				538 84		18
						19
				43 00	4 13	20
35 00	11,975 84	79 80	691 00	10,502 67	261 04	21
297,971 04	197,697 29	66,832 16	18,562 68	72,720 37	26,793 11	22
62,630 89	136,969 87	22,369 37		9,037 93	181 38	23
1,677 26	1,893 46	1,867 64	489 22		229 27	24
\$611,479 26	\$606,988 73	\$319,484 27	\$1,204,041 73	\$316,659 69	\$56,085 69	

NET ADDITIONS TO ROAD AND
Of Roads Operating in Wisconsin as Reported to the
Com

Name of Company.	Right of Way.	Other real estate.	Fences.	Grading and bridges and culvert masonry.
1. Ashland, Odanah & Marengo				\$7,362 80
2. Bayfield Transfer				
3. Chi., Mil. & St. Paul, ¹	\$577,529 24		\$1,522 31	
4. Chicago & Northwestern, ² ..	272,637 07		15,916 69	273,830 46
5. Chi., St. Paul, Mpls. & O.. ³	8,199 35		3,928 30	125,065 14
6. Chi., Burlington & Quincy..	152 75			41 31
7. Chi., Harv. & Geneva Lake ..				
8. Chippewa V. & Northern....	198 50			24,625 73
9. Dul., Sup. & West. Term..	56,549 60			30,488 05
10. Fairchild & Northeastern ..	150 00		533 41	5,917 80
11. Hawthorne, Nebag. & Sup..				
12. Hillsboro & Northeastern ..				
13. Illinois Central	9 00			1,064 00
14. La Crosse & Southeastern ..	27,706 99			
15. Laona & Northern	356 47			4,804 30
16. Marinette, Tomahawk & W..				
17. Mineral Point & Northern ..	474 00			
18. Mpls. St. P. & S. Ste. M....	1,985 98			
19. Northwestern Coal Ry. Co..	1,380 00			
20. Stanley, Merrill & Phillips..	52 48			2,168 32
21. Superior & Southeastern ..				
22. Wisconsin Central	1,427,256 93		12,655 65	1,417,667 18
23. Wisconsin & Northern	140,963 86	\$1,026 11	5,907 76	415,489 14
24. Eastern Ry. of Minn.....	35,253 95			2,086 77
Total	\$2,550,919 12	\$1,026 11	\$40,474 12	\$2,311,096 92

¹ Credit.² Road mileage basis.³ Proportional.

EQUIPMENT.—WISCONSIN, 1907.

Railroad Commission for the Year Ending June 30, 1907.
struction.

Bridges, trestles and culverts.	Rails.	Ties.	Other superstruc- ture.	Buildings, furniture and fixtures.	Shop, machinery and tools.	No.
\$9 72	\$4,288 72	\$1,308 18	\$924 74	\$423 03	\$168 06	1
	11,484 42				38 36	2
42,137 84			519,292 11			3
188,944 70	136,306 30	49,060 66	519,999 16	219,102 20	18,100 86	4
155,487 79	149,726 44	56,576 36	104,471 67	761 76		5
3,543 33	3,472 04	1,856 24	14,782 49			6
			1,722 56	269 66	65 55	7
	7,795 80	1,406 56			601 77	8
50,148 89	7,565 76	7,968 44	23,201 44	153 72		9
107 09	5,383 72	3,039 77		71 22		10
	150,135 64		145 00	1300 00		11
				87 86		12
486 11	209 90	209 07	562 63	397 49		13
	120,033 44			1,512 70	9 20	14
	12,358 00			886 58		15
					1384 04	16
				658 10		17
				638 84		18
						19
				43 00	4 13	20
35 00	11,975 84	79 80	691 00	10,502 67	261 04	21
297,971 04	197,697 29	66,832 16	18,592 68	72,720 37	26,798 11	22
62,630 80	136,969 87	22,369 37		9,037 93	181 38	23
1,977 26	1,868 46	1,867 64	489 22		226 27	24
\$611,479 26	\$606,968 73	\$312,464 27	\$1,204,641 72	\$616,659 66	\$56,065 66	

NET ADDITIONS TO ROAD AND
Construction—

Name of Company.	Engineer- ing ex- penses.	Interest during con- struction.	Discount on securities.	Telegraph line.
1. Ashland, Odanah & Marengo				
2. Bayfield Transfer	\$300 00			
3. Chi., Mil. & St. Paul. ⁴				
4. Chicago & Northwestern. ⁵ ..	32,913 30		\$18,060 61	\$1,168 20
5. Chi., St. P. Mpls. & O.	5,921 39		12,310 24	2,746 68
6. Chi., Burlington & Quincy ..	94 57			
7. Chi., Harv. & Geneva Lake ..				
8. Chippewa V. & Northern	294 42	\$6,989 12		58 16
9. Dul., Sup. & West. Term.				
10. Fairchild & Northeastern	148 11			
11. Hawthorne, Nebag. & Sup.				
12. Hillsboro & Northeastern ..			5,300 00	
13. Illinois Central				
14. Iola & Northern				
15. La Crosse & Southeastern ..	5,944 53	7,365 57		
16. Lake Sup. Term. & Trans.				
17. Laona & Northern	26 97			
18. Marinette, Tomahawk & W.				
19. Mineral Point & Northern ..				
20. Mpls. St. P. & S. Ste. M.				
21. Northwestern Coal Ry. Co.				
22. Stanley, Merrill & Phillips ..	77 80			
23. Superior & Southeastern	968 55			27 25
24. Wisconsin Central	107,047 05	168,148 74	705,424 71	8,368 28
25. Wisconsin & Michigan				
26. Wisconsin & Northern	44,600 50	5,243 92		191 25
27. Eastern Ry. Co. of Minn.	769 03			
Total	\$198,802 22	\$182,761 35	\$704,974 34	\$12,470 82

¹ Credit depreciation and sale, \$22,132.92.

² Credit.

³ Credit of \$27,067.00 deducted.

⁴ Road mileage basis.

⁵ Proportional.

EQUIPMENT. WISCONSIN, 1907—(Continued.)
(Continued.)

Wharfing, etc.	Sidings and yard extensions.	Terminal facilities and elevators.	Purchase of constructed road.	Other items.	Total construction.	No.
				\$118,886 38	\$14,389 06	1
	\$825 10				\$1,000 00	2
				\$157,719 80	1,808,800 00	3
\$6,717 23		\$215 73		234,552 73	1,000,324 26	4
					627,155 12	5
				825 10	24,055 21	6
				39 45	2,094 24	7
		387 50		1,260 00	43,689 07	8
985,245 77				5,008 44	1,126,046 07	9
				228 50	15,580 31	10
					250,480 64	11
					6,387 06	12
				1,011 14	4,548 34	13
				3,000 00	3,000 00	14
				19,385 49	41,951 04	15
	8,329 00				6,329 00	16
					13,481 32	17
					*394 04	18
	1,094 01				2,228 11	19
					2,475 77	20
					1,390 00	21
				719 51	3,005 24	22
	6,795 15			33,108 36	64,472 00	23
5,160 36	255,991 06		*38,000 05	116,403 85	4,895,593 35	24
				19,294 42	19,254 42	25
				105,512 27	960,123 25	26
				25,350 02	60,405 22	27
\$947,113 80	\$272,535 63	\$171 77	\$*38,000 05	\$755,071 00	\$11,148,685 47	

NET ADDITIONS TO ROAD AND

Equip

Name of Company.	Locomo- tives.	Passenger cars.	Sleeping, parlor and dining cars.	Baggage, express and postal cars.
1. Ashland, Odanah & M.....	\$1,300 00			
2. Bayfield Transfer				
3. Chi., Mil. & St. Paul ⁴		\$51,049 80	\$32,306 22	\$3,647 56
4. Chicago & Northwestern ⁵ ...	308,255 21	110,067 99	37,104 05	
5. Chi., St. P., Mpls. & O.	31,792 51	13,712 46		
6. Chi., Burlington & Quincy				
7. Chi., Harv. & Gen. Lake.	969 08	140 36		
8. Chippewa Valley & Northern				
9. Dul., Sup. & W. T.....				
10. Fairchild & Northeastern...	1,526 83			
11. Green Bay & Western				
12. Hawthorne, Nebag. & Sup.	79,100 00			
13. Hillsboro & Northeastern...				
14. Illinois Central				
15. Iola & Northern				
16. Kewaunee, Green Bay & W.				
17. La Crosse & Southeastern...				
18. Lake Sup. Term. & Trans.				
19. Laona & Northern	2,944 75			
20. Marinette, Tomahawk & W.				
21. Mineral Point & Northern...	6,361 25			
22. Mpls., St. P. & S. Ste. M.	188,351 89	40,230 72	47,518 76	13,916 82
23. Northwestern Coal Ry. Co.				
24. Roddis L. & V. Co., L. Ry.				
25. Stanley, Merrill & Phillips				
26. Superior & Southeastern ..				
27. Whitcomb & Morris	1,180 00			
28. Wisconsin Central	734 18	3,352 67		
29. Wisconsin & Michigan				
30. Wisconsin & Northern	6,000 00			
31. Eastern Ry. Co. of Minn...				
Total	\$595,265 80	\$218,478 00	\$146,929 08	\$17,564 38

¹ Credit—Depreciation and sale.⁴ Road mileage basis.⁵ Proportional.⁶ Credit—Sinking fund bonds retired and credited to cost of road.⁷ Credit.

EQUIPMENT, WISCONSIN, 1907—Continued.

ment.

Com- bination cars.	Freight cars.	Other cars of all classes.	Other items.	Total equipment.	Total construc- tion and equipment.	No.
		\$175 00	\$16,095 00	\$14,620 00	\$19,006 66	1
		8,502 15		8,502 15	2,441 19	2
	\$597,024 59	34,995 42		749,007 59	2,047,207 56	3
	546,407 41	8,862 18	\$34,517 10	971,209 74	2,970,538 99	4
		11,948 20		57,458 17	684,638 29	5
					24,655 21	6
				1,109 44	3,203 63	7
	60 00			60 00	43,646 67	8
					1,126,646 67	9
	2,860 50	12 34		4,389 77	19,970 08	10
	115,500 00	23,060 00		138,560 00	138,560 00	11
	729,234 55	30 84		738,308 71	789,784 36	12
					6,397 89	13
					4,548 34	14
			73,338 06	73,338 06	7333 06	15
\$6,000 00				6,000 00	6,000 00	16
	2,140 21	107 70		2,247 91	44,198 95	17
					8,329 69	18
				2,944 75	21,376 07	19
					7384 04	20
		404 48		6,785 73	8,991 34	21
1,977 42	161,980 63	6,399 51		460,842 75	460,813 62	22
					1,320 00	23
	800 00			800 00	800 00	24
					8,065 24	25
			3,799 51	3,799 51	68,272 17	26
				1,160 00	1,160 00	27
	4,377 29	792 35		8,271 79	4,876,965 17	28
					19,254 42	29
	11,380 00			17,380 00	997,503 25	30
					69,496 22	31
\$17,997 42	\$1,413,239 06	\$69,382 47	\$40,144 05	\$2,389,736 50	\$13,531,422 97	

INCOME ACCOUNT—

Of Roads Operating in Wisconsin as Reported to the

Name of Company.	Gross earnings from operation	Less operating expenses.	Income from operation.	Deficit.
1. Abbotsford & N. E.....	\$34,574 47	\$22,302 22	\$12,181 65	
2. Ahnapee & Western	75,150 67	42,170 20	32,974 38	
3. Ashland, Odanah & M.....	60,728 31	47,036 73	13,692 09	
4. Bayfield Transfer	18,000 74	26,623 60		\$8,562 96
5. Big Falls Ry. Co.....	11,463 93	11,988 08		524 15
6. Chi., Milw. & St. Paul.....	60,548,554 45	30,400,410 14	21,148,144 31	
7. Chicago & Northwestern.....	66,878,931 32	44,739,025 33	24,089,905 99	
8. Chi., St. P., Mpls. & O.....	14,042,843 78	9,171,115 81	4,871,727 97	
9. Chi., Burlington & Q.....	81,705,307 33	58,184,494 99	23,520,812 34	
10. Chi., L. S. & Eastern.....	4,903,695 73	2,966,009 18	1,937,686 55	
11. Chi., Harv. & G. L.....	28,145 84	21,923 30	6,222 54	
12. Chi. & Lake Superior.....	6,080 55	8,017 66		1,937 11
13. Chippewa R. & Northern.....	7,971 33	10,876 08		2,904 75
14. Chippewa V. & Northern.....	19,966 93	15,269 24	4,696 69	
15. Drummond & S. W.....	25,355 89	24,192 44	1,163 45	
16. Dul., S. S. & Atlantic.....	3,311,878 06	2,320,857 89	991,020 17	
17. Dul., Superior & W. T.....	160,000 00		160,000 00	
18. Dunbar & Wausaukee.....	28,134 60	16,996 26	11,148 34	
19. Fairchild & Northeastern.....	18,792 75	21,337 89		2,545 14
20. Green Bay & Western.....	643,103 64	403,094 56	240,009 08	
21. Great Northern	50,308,035 10	29,446,989 30	20,761,166 80	
22. Hawth., Nebag. & Sup.....	52,316 06	28,795 72	23,520 34	
23. Hazelhurst & S. E.....	24,012 77	18,035 56	5,077 21	
24. Illinois Central	57,301,565 67	38,539,639 51	18,762,926 16	
25. Iola & Northern	7,313 96	5,543 47	1,770 51	
26. Kewaunee, G. B. & W.....	138,152 68	85,781 41	52,371 27	
27. La Crosse & S. E.....	87,783 07	43,003 19	44,779 88	
28. Lake Sup. T. & T.....	30,035 60	130,043 17		100,007 57
29. Laona & Northern.....	19,024 06	14,246 33	4,777 73	
30. Marathon County Ry. Co.....	10,339 00	11,000 01		1,211 01
31. Marinette, Tomah'k & W.....	67,466 39	46,418 12	21,050 87	
32. Mineral Point & N.....	77,009 70	53,210 64	23,799 06	
33. Mpls., St. P. & S. S. M.....	12,948,047 75	7,307,595 20	5,350,452 55	
34. Northern Pacific.....	68,447,453 65	37,601,939 12	30,845,515 53	
35. N. W. Coal Ry. Co.....	25,323 53	22,680 77	2,642 76	
36. Oshkosh Transp. Co.....	112,564 75		112,564 75	
37. R. L. & V. Co., L. Ry.....	6,723 44	6,723 44		
38. Robbins Ry. Co.....	23,039 94	20,438 90	2,550 98	
39. Stanley, Merrill & P.....	144,517 14	113,640 85	30,876 29	
40. Superior & S. E.....	41,561 11	31,886 35	9,674 76	
41. Whitcomb & Morris	2,852 85	4,165 00		1,312 15
42. Winona Bridge Ry. Co.....	29,579 53	2,551 35	26,728 18	
43. Wisconsin Central	7,640,683 49	4,798,242 01	2,844,441 48	
44. Wisconsin & Michigan.....	305,422 70	186,687 87	115,734 83	
45. Wisconsin & Northern.....	7,024 36	10,702 42		3,678 06
46. Wisconsin, Ruby & S.....	2,054 79	1,165 09	889 70	
47. Wisconsin Western	74,551 93	52,403 39	22,148 54	
48. Eastern Ry. Co. of Minn.....	11,395,000 00		11,395,000 00	
Total	\$433,658,244 86	\$276,379,067 62	\$157,401,870 18	\$123,698 80

¹ Income from lease of road.

REPORT OF THE RAILROAD COMMISSION.

32:

WHOLE LINE, 1907.

Railroad Commission for the Year Ending June 30, 1907.

Income From Other Sources.				Total income.	Deficit.	No.
Interest on bonds owned.	Dividends on stocks owned.	Miscellaneous—less expense, including rentals, tracks, yards and terminals.	Total income other sources.			
		\$9 50	\$3 50	\$12,184 15		1
		33 26	33 26	33,006 64		2
		33,192 84	33,192 84	36,394 98		3
					\$6,562 96	4
					524 16	5
\$6,000 00	\$80,643 80	1,042,002 48	1,038,736 28	22,216,880 59		6
8,468 50	1,730,739 00	411,599 37	2,146,150 37	26,236,056 89		7
103,690 80	6,850 00	125,054 24	235,595 04	6,107,323 01		8
39,087 83	4,688 80	349,457 53	443,232 18	23,964,074 50		9
		1,059 68	1,059 68	1,983,749 23		10
				6,222 54		11
					1,937 11	12
					2,904 75	13
				4,066 69		14
				1,163 45		15
		13,654 23	13,654 23	1,004,074 40		16
				160,000 00		17
				11,148 34		18
					2,545 14	19
4,375 00		21,514 70	25,889 70	265,898 78		20
966,079 04	396,087 51	1,707,473 99	3,099,640 54	23,890,899 34		21
				23,520 34		22
		68 08	68 08	5,145 29		23
2,439,601 31	423,087 00	294,144 76	3,198,868 07	21,961,789 23		24
		124 19	124 19	1,894 70		25
		7,899 49	7,899 49	60,240 76		26
750 00			750 00	45,529 83		27
					100,007 57	28
				4,777 73		29
					1,211 01	30
				21,050 27		31
				23,799 06		32
1,437 50	4,086 80	46,552 56	52,076 86	5,402,529 41		33
397,826 00		1,806,772 21	2,303,597 21	33,049,112 74		34
				2,662 76		35
				12,564 75		36
						37
				2,550 98		38
				30,876 29		39
				9,674 76		40
					1,312 15	41
3,620 00		58,151 39	56,771 39	26,728 18		42
				2,901,212 87		43
				115,734 83		44
					3,678 06	45
				889 70		46
				22,143 54		47
				1,326,000 00		48
\$4,069,108 96	\$9,585,179 91	\$5,908,066 50	\$12,577,386 29	\$169,979,206 59	\$122,682 39	

INCOME ACCOUNT—

Name of Company.	Deductions from			
	Interest on funded debt accrued.	Interest on interest-bearing liabilities accrued not otherwise provided for	Rentals including tracks, yards and terminals.	Taxes
1. Abbotsford & Northeastern.	\$6,720 00			\$1,725 76
2. Ahnapee & Western.	10,635 00			1,116 20
3. Ashland, Odanah & M.				
4. Bayfield Transfer	75,000 00	\$9,921 49		
5. Big Falls Ry. Co.	189 30			105 00
6. Chi., Milw. & St. Paul.	5,942,140 00			2,286,066 67
7. Chicago & Northwestern	7,749,186 67	931 26	\$54,074 45	2,464,733 94
8. Chi., St. P., Mpls. & O.	1,557,291 00			683,979 40
9. Chi., Burlington & Quincy	7,208,776 92			2,814,067 06
10. Chicago, L. S. & Eastern.	249,268 00	14,062 44		25,000 00
11. Chi., Harv. & Geneva Lake	6,249 00	1,826 75		441 63
12. Chicago & Lake Superior				103 40
13. Chippewa River & Northern				
14. Chippewa Valley & Northern	660 00			172 49
15. Drummond & Southwestern	3,000 00			834 63
16. Dul., South Shore & Atl.	859,700 00	30,127 51		170,868 84
17. Dul., Sup. & W. Term.	20,000 00			
18. Dunbar & Wausaukee				
19. Fairchild & Northeastern.				1,252 00
20. Great Northern		337,453 13	4,060,285 76	1,889,699 31
21. Green Bay & Western	30,000 00			21,667 08
22. Hawthorne, Nebag. & Sup.				460 36
23. Hazelhurst & Southeastern				
24. Illinois Central	4,721,327 50	330,267 97	2,955,264 89	2,217,917 76
25. Iola & Northern				27 85
26. Kewaunee, G. B. & W.	20,400 00	1,218 87		5,608 87
27. La Crosse & Southeastern.	37,500 00	1,378 30		2,264 26
28. Lake Sup. Term. & Trans.	11,700 00		473 07	
29. Laona & Northern		2,916 49		328 51
30. Marathon County Ry. Co.				383 26
31. Marinette, Tomahawk & W.		8,169 51		1,878 37
32. Mineral Point & Northern	22,500 00	1,349 20		3,011 38
33. Mpls. St. P. & S. Ste. M.	2,068,015 00			705,828 63
34. Northern Pacific	7,015,965 01		160,469 30	2,398,719 00
35. Northwestern Coal Ry. Co.	11,000 00			978 06
36. Oshkosh Transportation Co.				1,380 46
37. Robbins Ry. Co.		2,160 32		140 00
38. Stanley, Merrill & Phillips	25,000 00	1,565 87		2,728 41
39. Superior & Southeastern				
40. Whitcomb & Morris				109 50
41. Winona Bridge Ry. Co.	19,200 00			1,529 93
42. Wisconsin Central	1,119,273 30	7,645 07	378,555 46	313,283 37
43. Wisconsin & Michigan	105,560 00	2,771 28		13,856 61
44. Wisconsin & Northern				
45. Wis., Ruby & Southern.				
46. Wisconsin Western				270 87
47. Eastern Ry. Co. of Minn.	435,000 00			
Total	\$39,441,268 29	\$604,135 46	\$7,620,122 93	\$15,974,917 81

¹ Including \$3,794,986.97 for permanent improvements.

WHOLE LINE, 1907—Continued.

Income.		Net income.	Deficit.	Other Payments from Net Income.		No.
Other deductions.	Total.			Dividends, common stock.	Dividends, preferred stock.	
\$0.15	\$8,445 91	\$3,738 24				1
	11,741 20	21,266 44				2
24,677 92	24,677 92	12,307 01				3
495 51	85,417 00		\$98,979 95			4
	294 30		818 45			5
408,891 17	8,727,087 84	13,489,812 75		\$4,988,296 50	\$3,479,063 00	6
229,564 88	10,495,491 20	15,740,595 08		6,118,577 50	1,791,600 00	7
6,439 41	2,196,709 81	2,910,613 20		1,298,916 50	787,978 00	8
709,309 92	10,822,143 90	13,141,980 60		7,758,787 00		9
1,889,740 00	1,575,007 64	888,651 59		1,600,000 00		10
	8,518 37		2,265 83			11
	103 40		2,040 51			12
			2,904 75			13
1,080 19	1,892 68	2,834 01				14
	3,834 63		2,671 18			15
	1,000,210 35		55,535 95			16
	20,000 00	140,000 00		140,000 00		17
		11,148 34				18
	1,252 00		3,797 14			19
4,934,976 22	11,235,444 42	12,625,364 92		10,469,661 65		20
	51,687 03	214,231 75		125,000 00		21
	480 36	23,059 98				22
		5,145 29		5,000 00		23
13,987,933 61	14,292,631 73	7,699,157 50		6,652,800 00		24
	27 85	1,866 85				25
	27,222 74	33,018 02				26
	41,342 56	4,187 32				27
	12,173 07		112,180 64			28
	3,245 00	1,532 73				29
	383 26		1,594 27			30
57 58	10,105 46	10,944 81				31
	26,890 64		3,061 58			32
	2,798,949 63	2,608,686 78		554,012 00	484,687 00	33
	9,575,183 31	23,473,929 43		10,850,000 00		34
	11,978 05		9,315 29			35
3,100 86	4,481 32	8,083 43		7,600 00		36
	2 300 32	250 66				37
	29,294 28	1,582 01				38
		9,674 76				39
	109 50		1,421 65			40
	20,729 93	5,998 25				41
	1,818,757 20	1,082,455 67				42
8,359 14	180,536 97		14,802 14			43
			3,678 06			44
		889 70				45
	270 97	21,877 67				46
	435,000 00	960,000 00		960,000 00		47
\$11,637,463 16	75,536,817 65	\$94,620,803 37	\$310,097,39	\$51,478,591 15	\$6,543,326 00	

INCOME ACCOUNT—

Name of Company.	Other payments from net income. (continued.)		Surplus from operations of year ending June 30, 1907.	Deficit from operations of year ending June 30, 1907.
	All other.	Total.		
1. Abbotsford & Northeastern			\$3,738 24	
2. Ahnapee & Western			21,365 44	
3. Ash., Odanah & Marengo			12,307 01	
4. Bayfield Transfer				\$98,979 95
5. Big Falls Ry. Co.				313 45
6. Chi., Mil. & St. P.	\$3,417,349 50		5,072,463 25	
7. Chicago & Northwestern ..	7,910,177 50		7,830,898 16	
8. Chi., St. P. Mpls. & O.	2,086,592 50		823,720 70	
9. Chi., Burl. & Quincy	7,758,737 00		5,383,198 00	
10. Chi., L. Shore & Eastern..	1,600,000 00			1,286,349 41
11. Chi., Harv. & Geneva Lake ..				2,295 88
12. Chicago & Lake Superior..				2,040 51
13. Chippewa River & Northern ..				2,904 75
14. Chippewa Val. & Northern ..			2,334 01	
15. Drummond & Southwestern ..				2,671 18
16. Dul., South Shore & Atl.				55,535 95
17. Dul., Sup. & West. Term.	140,000 00			
18. Dunbar & Wausaukee			11,148 34	
19. Fairchild & Northeastern..	\$13,392 08	13,392 08		17,189 22
20. Great Northern	10,489,661 65		2,155,703 27	
21. Green Bay & Western	125,000 00		89,231 75	
22. Hawthorne, Nebag. & Sup.			23,059 98	
23. Hazelhurst & Southeastern..	5,000 00		145 29	
24. Illinois Central	6,652,800 00		1,046,377 50	
25. Iowa & Northern			1,866 85	
26. Kewaunee, G. B. & West.			33,018 02	
27. La Crosse & Southeastern..			4,187 32	
28. L. Sup. Term. & Trans.				112,180 64
29. Laona & Northern	1,532 73	1,532 73		
30. Marathon County Ry. Co.				1,564 27
31. Marinette, Tomahawk & W.			10,944 81	
32. Mineral Point & Northern..				3,061 58
33. Mpls. St. P. & S. Ste. M.	1,039,609 00		1,569,986 73	
34. Northern Pacific	10,850,000 00		12,623,929 43	
35. Northwestern Coal Ry. Co.				9,315 29
36. Oshkosh Transportation Co.	7,800 00		483 43	
37. Roddis Lumber & Veneer Co., Logging Ry.				
38. Robbins Ry. Co.			250 66	
39. Stanley, Merrill & Phillips ..			1,582 01	
40. Superior & Southeastern..			9,074 76	
41. Whitcomb & Morris				1,421 65
42. Winona Bridge Ry. Co.			5,998 25	
43. Wisconsin Central			1,082,455 07	
44. Wisconsin & Michigan				14,802 14
45. Wisconsin & Northern				3,679 06
46. Wis., Ruby & Southern			889 70	
47. Wisconsin Western			21,377 07	
48. Eastern Ry. Co. of Minn.		900,000 00		
Total	\$14,924 81	\$58,086,841 96	\$37,842,701 90	\$1,559,837 88

¹ Credit to balance error made in 1906 report.

WHOLE LINE, 1907—Continued.

Surplus on June 30, 1906	Deficit on June 30, 1906.	Additions for year.	Deductions for year.	Surplus on June 30, 1907.	Deficit on June 30, 1907.	No.
\$3,114 64				\$5,858 88		1
			\$5,897 20	15,383 12		2
	\$1,100 96			11,206 06		3
	630,430 49				\$724,410 37	4
1,255 06				439 61		5
33,789,697 78				39,892,461 01		6
13,956,830 80				21,797,208 46		7
8,032,490 10				3,854,210 86		8
41,649,536 94				47,032,730 54		9
1,306,828 96				70,480 55		10
	18,499 08				20,794 91	11
1,885 06					155 46	12
					2,904 75	13
6,961 63				9,815 64		14
	17,124 06				19,795 23	15
	2,616,756 32				2,672,292 27	16
34,737 23			541 79	34,195 44		17
				11,148 34		18
					17,189 22	19
23,593,165 81			1,982,149 62	23,766,719 46		20
177,539 88			75,000 00	191,771 63		21
24,461 77				47,521 75		22
9,170 52				9,315 81		23
4,474,787 04				5,521,144 54		24
7,580 83			332 06	9,115 62		25
47,112 17			15,000 00	65,180 19		26
	2,685 14			1,502 18		27
					112,180 64	28
						29
					1,504 27	30
	36,787 56				25,342 77	31
	58,829 20				61,890 78	32
5,413,109 56			800,000 00	6,183,096 36		33
19,836,979 40		\$18,169,960 56	6,135,182 38	44,595,707 03		34
	48,800 78				58,122 07	35
4,200 50			29,461 75	2,861 18		36
						37
				250 66		38
9,835 78				11,417 79		39
				9,674 70		40
					1,421 65	41
20,079 32				26,057 57		42
863,150 99			93,239 56	1,852,377 08		43
13,419 71					1,322 43	44
					3,678 03	45
				899 70		46
89,189 59				108,017 26		47
557,940 80			326 38	557,610 92		48
149,022,408 92	\$3,431,019 53	\$18,169,960 56	\$9,110,002 85	\$194,637,784 02	\$3,723,654 88	

INCOME ACCOUNT—

Of Railroads Operating in Wisconsin, as Reported to the

Name of Company.	Gross earnings from operations.	Less operating expenses.	Income from operation.	Deficit.
1. Abbotsford & Northeastern	\$34,574 47	\$22,392 82	\$12,181 65	
2. Ahnapee & Western	75,150 07	42,176 29	32,974 38	
3. Ash., Odanah & Marengo	60,728 81	47,036 72	13,692 09	
4. Bayfield Transfer	18,000 74	26,623 69		\$8,522 95
5. Big Falls Ry. Co.	11,403 93	11,968 08		564 15
6. Chi., Mil. & St. P. ¹	17,656,125 54	10,645,900 82	7,010,135 72	
7. Chicago & Northwestern, ²	17,486,829 26	11,370,287 47	6,115,541 79	
8. Chi., St. P. Mpls. & O. ²	6,473,637 65	4,519,525 87	1,954,111 78	
9. Chi., L. Shore & Eastern	124,114 03	67,549 53	56,564 50	
10. Chi., Harv. & Geneva Lake	14,072 92	10,961 65	3,111 27	
11. Chicago & Lake Superior	6,060 55	8,017 66		1,937 11
12. Chippewa River & Northern	7,971 33	10,876 08		2,904 75
13. Chippewa Val. & Northern	10,965 93	15,260 24	4,666 69	
14. Drummond & Southwestern	25,355 80	24,192 44	1,163 45	
15. Dul., South Shore & Atl.	412,178 61	346,130 51	66,048 10	
16. Dul., Sup. & West. Term.	1160,000 00		1100,000 00	
17. Dunbar & Wausaukee	28,134 60	16,946 26	11,148 34	
18. Fairchild & Northeastern	18,792 75	21,337 89		2,545 14
19. Green Bay & Western	643,103 64	403,094 56	240,009 08	
20. Great Northern	1,520,884 61	183,050 97	1,337,833 64	
21. Hawthorne, Nebag. & Sup.	52,316 06	28,795 72	23,520 34	
22. Hazelhurst & Southeastern	24,012 77	18,935 56	5,077 21	
23. Illinois Central	133,941 59	155,091 09		21,149 50
24. Iola & Northern	7,313 98	5,543 47	1,770 51	
25. Kewaunee, G. B. & West.	138,152 08	85,781 41	52,371 27	
26. La Crosse & Southeastern	87,753 07	43,003 19	44,749 88	
27. Lake, Sup. Term. & Tran.	30,035 60	130,043 17		100,007 57
28. Laona & Northern	19,024 06	14,246 33	4,777 73	
29. Marathon County Ry. Co.	10,389 00	11,600 01		1,211 01
30. Marinette, Tomahawk & W.	67,466 39	46,416 12	21,050 27	
31. Mineral Point & Northern	77,009 70	53,210 64	23,799 06	
32. Mpls., St. P. & S. Ste. M.	1,941,318 21	1,178,965 54	762,362 67	
33. Northern Pacific	618,549 75	547,333 17	71,216 58	
34. Northwestern Coal Ry. Co.	25,323 53	22,660 77	2,662 76	
35. Oshkosh Trans. Co.	112,564 75		112,564 73	
36. Roddis Lumber & Veneer Co., Logging Ry.	6,723 44	6,723 44		
37. Robbins Ry. Co.	23,039 04	20,488 06	2,550 98	
38. Stanley, Merrill & Phillips	144,517 14	113,640 95	30,876 29	
39. Superior & Southeastern	41,561 11	31,886 35	9,674 76	
40. Whitcomb & Morris	2,852 85	4,165 00		1,312 15
41. Winona Bridge Ry. Co.	26,579 53	2,851 35	26,728 18	
42. Wisconsin Central	6,354,731 81	4,087,210 66	2,267,521 25	
43. Wisconsin & Michigan	236,592 63	147,197 77	89,604 86	
44. Wisconsin & Northern	7,024 38	10,702 42		3,678 06
45. Wis., Ruby & Southern	2,054 79	1,165 09	889 70	
46. Wisconsin Western	74,551 93	52,403 39	22,148 54	
Total	\$54,964,957 60	\$34,613,539 92	\$20,405,250 07	\$143,832 39

¹ Income from lease of road.² Proportional.

REPORT OF THE RAILROAD COMMISSION.

327

WISCONSIN, 1907.

Railroad Commission for the Year Ending June 30, 1907.

Income from Other Sources.				Total income.	Deficit.	No.
Interest on bonds owned.	Dividends on stock owned.	Miscellaneous income including rentals of tracks, yards and terminals.	Total income other sources.			
		\$2 50	\$2 50	\$12,184 15		1
		32 26	32 26	33,006 64		2
		23,192 84	23,192 84	36,884 93		3
					\$3,562 95	4
					524 15	5
\$1,497 06	\$4,975 16	251,122 60	257,535 45	7,267,701 17		6
879 01	439,383 72	104,568 11	544,828 84	6,660,870 63		7
		67,379 27	67,379 27	2,021,491 05		8
				56,564 50		9
				3,111 27		10
					1,937 11	11
					2,904 75	12
				4,066 69		13
				1,163 45		14
		974 01	974 01	67,022 11		15
				160,000 00		16
				11,148 34		17
					2,545 14	18
4,375 00		21,514 70	25,889 70	265,868 78		19
		5,059 26	5,059 26	1,342,892 90		20
				23,520 34		21
		68 08	68 08	5,145 29		22
					21,149 50	23
		124 19	124 19	1,994 70		24
		7,809 49	7,809 49	60,240 76		25
750 00			750 00	45,529 88		26
					100,007 57	27
				4,777 73		28
					1,211 01	29
				21,070 21		30
				23,799 06		31
		7,262 20	7,262 20	766,624 97		32
				71,216 58		33
				2,062 76		34
				12,564 75		35
						36
				2,550 98		37
				30,876 20		38
				9,674 76		39
					1,312 15	40
				99,723 18		41
3,343 07		48,426 43	51,769 55	2,319,290 80		42
				89,694 86		43
					3,678 06	44
				889 70		45
				22,148 64		46
\$10,814 77	\$444,368 88	\$537,593 71	\$992,767 64	\$21,486,017 71	\$143,832 39	

INCOME ACCOUNT—

Name of company.	Deductions from			
	Interest on funded debt accrued.	Interest on interest bearing current liabilities accrued not otherwise provided for.	Rentals, including tracks, yards and terminals.	Taxes.
1. Abbotsford & Northeastern.	\$6,720 00			\$1,725 76
2. Ahnapee & Western	10,626 00			1,116 20
3. Ash., Odanah & Marengo.				
4. Bayfield Transfer	75,000 00	\$9,921 49		
5. Big Falls Ry. Co.	189 30			105 00
6. Chi., MH. & St. P. ¹	1,432,055 74			1,016,818 61
7. Chicago & Northwestern, ¹	1,967,283 70	236 42	\$13,727 52	625,705 26
8. Chi., St. P., Mpls. & O.	717,755 43			333,927 76
9. Chi., Lake Shore & Eastern	7,800 00	356 27	100,000 00	4,380 20
10. Chi., Harv. & Geneva Lake	3,125 00	913 37		262 54
11. Chicago & Lake Superior.				103 40
12. Chippewa River & Northern				
13. Chippewa Valley & Northern	600 00			173 49
14. Drummond & Southwestern	3,000 00			834 03
15. Dul., South Shore & Atl.	157,232 04	5,741 79		14,476 06
16. Dul., Sup. & West. Term.	20,000 00			
17. Dunbar & Wausaukee				
18. Fairchild & Northeastern				1,252 00
19. Great Northern				
20. Green Bay & Western	30,000 00			21,607 03
21. Hawthorne, Nebag. & Sup.				460 36
22. Hazelhurst & Southeastern.				
23. Illinois Central	86,256 95			11,043 96
24. Iola & Northern				27 85
25. Kewaunee, G. B. & West.	20,400 00	1,218 87		5,603 87
26. La Crosse & Southeastern.	37,500 00	1,578 30		2,264 26
27. Lake Sup., Term. & Trans.	11,700 00		473 07	
28. Laona & Northern		2,916 49		328 51
29. Marathon County Ry. Co.				383 26
30. Marinette, Tomahawk & W.		8,169 51		1,878 37
31. Mineral Point & Northern	22,500 00	1,349 26		3,011 38
32. Mpls., St. P. & S. Ste. M.	447,562 30			120,000 00
33. Northern Pacific				
34. Northwestern Coal Ry. Co.	11,000 00			978 05
35. Oshkosh Transp. Co.				1,320 46
36. Robbins Ry. Co.		2,100 32		140 00
37. Stanley, Merrill & Phillips	25,000 00	1,565 87		2,728 41
38. Superior & Southeastern				
39. Whitcomb & Morris				109 50
40. Winona Bridge Ry. Co.	19,200 00			1,529 98
41. Wisconsin Central	1,013,492 74	6,984 84	349,595 97	272,873 35
42. Wisconsin & Michigan	54,838 00	2,150 47	7,453 07	2,884 11
43. Wisconsin & Northern				
44. Wis., Ruby & Southern.				
45. Wisconsin Western				270 87
Total	\$6,120,888 19	\$45,813 37	\$471,879 03	\$9,440,383 54

¹ Proportional.² Not given.

REPORT OF THE RAILROAD COMMISSION.

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WISCONSIN, 1907—Continued.

Income.		Net income.	Deficit.	Other payments from net income.		No.
Other deductions.	Total deductions.			Dividends, common stock.	Dividends, preferred stock.	
\$0.15	\$8,445 91	\$3,738 24				1
	11,741 80	21,265 44				2
24,577 02	24,577 02	12,307 01				3
495 51	85,417 00		\$83,979 95			4
	294 30		818 45			5
120,218 81	2,569,092 66	4,608,608 51		\$1,190,127 05	\$838,454 18	6
57,516 50	2,664,419 50	3,905,951 13		1,558,281 96	454,891 90	7
2,507,02	1,044,190 20	977,300 85		508,970 61	363,178 14	8
13,308 13	125,844 00		69,280 10			9
	4,300 91		1,189 64			10
	103 40		2,040 51			11
			2,904 75			12
1,000 19	1,889 68	2,884 01				13
	3,884 63		2,071 18			14
	177,449 89		110,427 78			15
	20,000 00	140,000 00		140,000 00		16
		11,148 34				17
	1,262 00		3,797 14			18
	(3)	(3)		(3)	(3)	19
	51,667 03	214,231 75		126,000 00		20
	460 36	23,059 98				21
		5,145 29		5,000 00		22
4,548 34	101,849 25		122,908 75			23
	27 85	1,866 85				24
	97,222 74	33,018 02				25
	41,342 56	4,187 32				26
	12,173 07		112,180 64			27
	3,245 00	1,532 73				28
	383 26		1,594 27			29
57 58	10,105 46	10,944 81				30
	29,890 64		3,061 59			31
	597,552 30	202,072 57		86,425 87	75,611 17	32
	(3)	(3)		(3)	(3)	33
	11,978 05		9,315 20			34
3,160 86	4,481 32	8,083 43		7,600 00		35
	2,300 32	250 86				36
	29,294 28	1,582 01				37
		9,674 76				38
	109 80		1,421 65			39
	20,729 93	5,996 25				40
	1,642,896 90	676,393 90				41
6,486 00	73,842 34	15,852 52				42
			3,678 06			43
		889 70				44
	270 87	21,377 67				45
\$233,907 20	\$9,371,619 83	\$11,009,815 75	\$541,359 74	\$3,706,105 49	\$1,732,064 88	

INCOME ACCOUNT—

Name of Company	Other Payments from Net Income—Continued.		Surplus from oper- ations of year ending June 30, 1907.	Deficit from oper- ations of year ending June 30, 1907.
	All other.	Total.		
1. Abbotsford & Northeastern			\$3,738 24	
2. Ahnapee & Western			21,365 44	
3. Ash., Odanah & Marengo			12,307 01	
4. Bayfield Transfer				\$93,979 96
5. Big Falls Ry. Co.				818 45
6. Chi., Mil. & St. P.		\$2,028,581 23	2,670,027 28	
7. Chicago & Northwestern ¹		2,008,103 35	1,987,847 78	
8. Chi., St. P., Mpls. & O. ²		961,848 75	15,452 10	
9. Chi., Harv. & Geneva Lake				1,189 64
10. Chicago & Lake Superior				2,040 51
11. Chippewa River & Northern				2,904 75
12. Chippewa Val. & Northern			2,334 01	
13. Drummond & Southwestern				2,671 18
14. Dul., South Shore & Atl.				110,427 78
15. Dul., Sup. & West. Term.		140,000 00		
16. Dunbar & Wausaukee			11,148 34	
17. Fairchild & Northeastern	\$13,392 08	13,392 08		17,189 22
18. Green Bay & Western		125,000 00	39,231 75	
19. Hawthorne, Nebag. & Sup.			23,069 98	
20. Hazelhurst & Southeastern		5,000 00	145 29	
21. Illinois Central				122,968 75
22. Iowa & Northern			1,846 85	
23. Kewaunee, G. B. & West.			33,018 02	
24. La Crosse & Southeastern			4,187 32	
25. Lake Sup. Term. & Trans.				112,190 64
26. Laona & Northern	1,532 73	1,532 73		
27. Marathon County Ry. Co.				1,594 27
28. Marinette, Tomahawk & W.			10,944 81	
29. Mineral Point & Northern				3,061 58
30. Mpls. St. P. & S. Ste. M.	45,824 51	207,861 55		5,788 98
31. Northwestern Coal Ry. Co.				9,315 29
32. Oshkosh Transp. Co.		7,600 00	483 43	
33. Robbins Ry. Co.			250 66	
34. Stanley, Merrill & Phillips			1,532 01	
35. Superior & Southeastern			9,674 76	
36. Whitcomb & Morris				1,421 65
37. Wisconsin Central			676,393 90	
38. Wisconsin & Michigan			15,852 52	
39. Wisconsin & Northern				3,678 06
40. Wis., Ruby & Southern			889 70	
Totals	\$60,749 32	\$5,498,919 69	\$5,342,301 20	\$491,280 70

¹ Credit to balance error made in 1906 report.² Proportional.³ Not given.

WISCONSIN, 1907—Continued.

Surplus on June 30, 1906.	Deficit on June 30, 1906.	Additions for year.	Deductions for year.	Surplus on June 30, 1907.	Deficit on June 30, 1907.	No.
\$3,114 64				\$6,852 88		1
			\$5,897 29	15,368 16		2
	\$1,100 96			11,206 06		3
	630,430 42				\$724,410 37	4
1,256 06				436 61		5
						6
3,543,123 74				5,530,971 52		7
(*)				(*)		8
	9,249 54				10,439 18	9
1,885 05					155 46	10
					2,904 75	11
6,981 63				9,815 64		12
	17,124 05				19,795 23	13
	1,632,773 05				1,793,200 83	14
34,737 23			541 79	34,195 44		15
				11,148 34		16
					17,189 22	17
177,539 85			75,000 00	191,771 63		18
24,461 77				47,521 75		19
9,170 52				9,315 81		20
(*)	(*)			(*)	(*)	21
7,590 83			332 06	9,115 62		22
47,112 17			15,000 00	66,130 19		23
	2,685 14			1,502 18		24
					112,180 64	25
						26
					1,594 27	27
	36,787 56				25,842 77	28
	58,829 20				61,800 78	29
(*)	(*)			(*)	(*)	30
	48,806 78				58,122 07	31
4,299 50			12,421 75	2,361 18		32
				250 66		33
9,835 73				11,417 79		34
				9,074 76		35
					1,431 65	36
24,946 09			86,105 83	615,224 16		37
39,665 79				55,508 31		38
					3,678 06	39
				889 70		40
\$9,935,609 68	\$2,487,786 72		\$185,298 72	\$6,639,689 37	\$2,832,825 28	

EARNINGS FROM OPERATION,

Of Roads Operating in Wisconsin as Reported to the

Passenger

Name of Company.	Passenger revenue.	Less repayments.			
		Tickets redeemed	Excess fares refunded.	Other repayments.	Total deductions.
1. Abbotsford & N. D.....	\$3,640 63				
2. Ahnapee & Western	31,554 52				
3. Ashland, Odanah & M.....	58 50				
4. Bayfield Transfer	508 25				
4. Big Falls Ry. Co.....	306 50				
6. C., M. & St. Paul.....	12,102,196 22				
7. Chicago & N. W.....	10,926,976 39	\$50,733 07	\$764,454 62		\$315,187 69
8. C., St. P., Mpls. & O.....	8,779,134 81	13,213 01	3,909 19	\$1,278 26	18,400 46
9. Chl., Burl. & Quincy.....	18,478,176 52				
10. Chl., Harv. & G. L.....	14,044 90				
11. Chl. & Lake Superior.....	2,217 20				
12. Chippewa R. & N.....	102 35				
13. Chippewa V. & N.....	11 95				
14. Dul., S. S. & Atlantic.....	1,074,122 78	1,839 07			1,839 07
15. Dunbar & Wausaukee.....	684 92				
16. Fairchild & N. D.....	3,902 82				
17. Great Northern	9,888,627 70			44,270 07	44,270 07
18. Green Bay & Western.....	128,402 02				
19. Haw., Nebag. & Sup.....	166 84				
20. Hazelhurst & S. E.....	46 74				
21. Hillsboro & N. D.....	3,498 16				
22. Illinois Central	11,335,948 34	148,415 75			148,415 75
23. Iola & Northern	1,245 77				
24. Kewaunee, G. B. & W.....	30,833 39				
25. La Crosse & S. E.....	34,644 42				
26. Lake Superior T. & T.....					
27. Laona & Northern.....	172 45				
28. Marinette, Tom'k & W.....	6,398 60				
29. Mineral Point & N.....	8,825 57				
30. M., St. P. & S. Ste. M.....	2,655,549 19				
31. Northern Pacific	16,422,112 92	55,735 95		35,452 35	91,238 30
32. Stanley, Merrill & P.....	7,975 47				
33. Wisconsin Central	1,579,047 18	20,373 97			20,373 97
34. Wisconsin & Michigan.....	37,294 01				
35. Wisconsin & Northern.....	3,583 51				
36. Wisconsin Western	18,114 90				
37. Mattoon Ry. Co.....	1,957 80				
Total	\$94,639,125 24	\$290,361 42	\$708,368 81	\$81,000 68	\$1,139,726 91

WHOLE LINE, 1907.

Railroad Commission for the Year Ending June 30, 1907.

Earnings.

Total passenger revenue.	Mail.	Express.	Extra baggage and storage.	Other items.	Total passenger earnings.	No.
\$3,646 63	\$647 23	\$304 21			\$4,389 07	1
31,554 52	3,033 49	2,406 16	\$706 75		37,700 02	2
53 50					53 50	3
568 26					568 26	4
306 50	285 13				591 62	5
12,102,196 22	1,687,000 41	1,192,853 84	192,464 49	\$1,064,286 31	16,228,790 26	6
16,111,788 70	1,495,501 07	1,425,231 29	230,339 01	43,454 16	19,306,234 33	7
8,760,784 35	274,585 40	302,365 32	58,880 30	8,900 44	4,390,537 81	8
19,478,176 52	2,382,811 29	1,932,823 71	272,937 81	232,254 30	23,948,969 72	9
14,044 94	427 96	688 46		10 00	15,165 32	10
2,217 20	160 00	360 37	43 10		2,780 67	11
102 32					102 32	12
11 96					11 96	13
1,072,283 11	59,470 55	42,532 66	12,701 51	49,004 37	1,235,982 10	14
684 92					684 92	15
3,992 8	1,409 21	113 79	90 70		5,606 52	16
9,844,237 61	1,248,391 18	672,329 91	126,055 86	491,149 58	12,381,184 11	17
128,402 02	17,834 76	6,069 12	2,306 68		154,671 53	18
166 8					166 84	19
46 72		104 98			151 72	20
3,493 16	213 72	440 30	136 56		4,283 74	21
11,187,532 54	900,260 07	1,186,475 85	178,593 25	212,006 36	13,664,867 02	22
1,245 77	225 28	64 19			1,535 24	23
30,833 36	3,366 64	1,063 84	458 96		35,713 83	24
34,644 45	1,275 30	1,300 00			37,119 72	25
			299 25	126 00	425 25	26
172 45					172 45	27
6,393 60	594 65	155 00	108 61		7,251 86	28
8,825 77	1,218 90	1,300 00	256 21		11,600 87	29
2,656,549 19	263,231 07	129,317 67	30,551 73	134,350 00	2,978,999 75	30
16,380,874 02	1,035,056 10	1,229,764 11	229,926 38	363,387 71	19,198,007 92	31
7,975 47		68 12	2 96		8,046 54	32
1,558,673 21	126,724 06	156,359 77	17,136 93	66,967 51	1,927,851 43	33
37,234 01	3,243 45	606 65	87 15		41,236 26	34
3,563 51			9 50	48	3,583 49	35
18,114 90	3,065 33	5,962 92	422 57	966 68	28,563 84	36
1,937 80	790 92				2,748 72	37
\$63,442,399 33	\$9,519,649 65	\$8,389,635 64	\$1,353,577 26	\$2,654,001 77	\$115,358,783 50	

EARNINGS FROM OPERATION,

Freight

Name of Company.	Freight revenue.	Less Repayments.		
		Over-charge to shippers.	Other repayments.	Total deductions.
1. Abbotsford & Northeastern.	\$29,102 97			
2. Ahnapee & Western	37,197 75			
3. Ashland, Odanah & M.....	90,675 31			
4. Bayfield Transfer	17,401 27			
5. Big Falls Ry. Co.....	10,872 31			
6. Chi., Milwaukee & St. Paul	44,115,069 16			
7. Chicago & Northwestern ..	49,439,469 37	\$356,222 17		\$356,222 17
8. Chi., St. P., Mpls. & O....	9,539,641 48	101,457 23	\$14,971 21	116,428 44
9. Chi., Burlington & Quincy.	56,018,693 54			
10. Chi., Lake Shore & Eastern	4,277,331 23	5,371 53		5,371 53
11. Chi., Harv. & Geneva Lake	12,986 48			
12. Chicago & Lake Superior...	3,290 98			
13. Chippewa R. & Northern...	7,833 98			
14. Chippewa V. & Northern...	19,955 08	1 10		1 19
15. Drummond & Southwestern	25,355 89			
16. Duluth, S. S. & Atlantic...	2,045,893 26	20,594 07		20,594 07
17. Dunbar & Wausaukee.....	27,449 68			
18. Fairchild & Northeastern...	13,121 07	30 84		30 84
19. Great Northern	37,328,402 64	152,681 72		152,681 72
20. Green Bay & Western	468,163 00			
21. Hawthorne, Nebag. & Sup.	49,813 22			
22. Hazelhurst & Southeastern.	23,945 31	84 26		84 26
23. Hillsboro & Northeastern...	9,338 43			
24. Illinois Central	40,236,780 84	2,208,510 06		2,208,510 06
25. Iola & Northern	6,778 74			
26. J. R. Davis L. Co., L. Ry.	764 94			
27. Kewaunee, Green Bay & W.	95,874 09			
28. La Crosse & Southeastern...	41,492 77			
29. Lake Superior T. & T.				
30. Laona & Northern	19,231 32	379 71		379 71
31. Marathon County Ry. Co...	10,389 00			
32. Marinette, Tomahawk & W.	60,305 51	95 98		95 98
33. Mineral Point & Northern...	66,040 48	692 93		692 93
34. Mpls., St. P. & S. Ste. M.	9,506,447 12			
35. Northern Pacific	47,956,987 99	288,724 40		288,724 40
36. Northwestern Coal Ry. Co...	26,323 53			
37. Roddis L. & V. Co., L. Ry.	6,723 44			
38. Robbins Ry. Co.....	23,089 94			
39. Stanley, Merrill & Phillips.	135,189 09	155 74		155 74
40. Superior & Southeastern ...	41,561 76			
41. Whitcomb & Morris	2,852 85			
42. Wisconsin Central	5,697,396 59	86,663 61		86,663 61
43. Wisconsin & Michigan	227,443 43			
44. Wisconsin & Northern	3,430 87			
45. Wisconsin Western	45,968 09			
46. Mattoon Ry. Co.....	22,724 89			
Total	307,813,368 74	\$3,216,066 86	\$14,971 21	\$3,231,038 06

WHOLE LINE, 1907—Continued.

Earnings.

Total freight revenue.	Stock yards.	Elevators.	Other items.	Total freight earnings.	Passenger and freight earnings.	
\$29,108 97				\$29,108 97	\$33,491 04	1
37,197 75				37,197 75	74,898 67	2
60,675 31				60,675 31	60,728 31	3
17,401 27				17,401 27	17,989 52	4
10,872 31				10,872 31	11,463 93	5
44,115,059 16		\$26,526 46		44,141,585 62	60,370,375 89	6
49,088,246 20	\$70,025 15		\$186,388 62	49,348,660 27	68,655,024 50	7
9,423,213 04			24,680 36	9,447,893 40	13,338,720 71	8
56,018,683 54	47,110 11			56,065,793 65	79,414,726 37	9
4,271,959 75				4,271,959 75	4,271,959 75	10
12,966 48				12,966 48	28,131 80	11
3,299 98				3,299 98	6,080 55	12
7,868 98				7,868 98	7,971 33	13
19,953 98				19,953 98	19,953 98	14
25,355 89				25,355 89	25,355 89	15
2,036,299 19			17,647 31	2,042,946 50	3,279,026 00	16
27,449 66				27,449 66	26,134 60	17
13,090 23				13,090 23	18,696 75	18
37,175,720 92			47,127 15	37,222,848 07	49,604,032 18	19
468,163 00				468,163 00	622,834 53	20
49,813 22				49,813 22	49,980 06	21
23,861 05				23,861 05	24,012 77	22
9,939 43				9,939 43	14,222 17	23
38,033,270 78			189,016 61	38,222,287 39	51,987,154 41	24
5,778 74				5,778 74	7,313 86	25
764 94				764 94	764 94	26
95,874 09				95,874 09	131,616 92	27
41,492 77				41,492 77	78,612 49	28
					425 25	29
18,851 61				18,851 61	19,024 06	30
10,389 00				10,389 00	10,389 00	31
60,209 53				60,209 53	67,461 39	32
65,347 55				65,347 55	76,850 22	33
9,506,447 12			26,628 71	9,533,075 83	12,810,075 58	34
47,668,243 59			226,937 04	47,895,180 63	67,087,188 55	35
25,328 53				25,328 53	25,328 53	36
6,723 44				6,723 44	6,723 44	37
23,089 94				23,089 94	23,089 94	38
135,083 35				135,083 35	143,079 89	39
41,561 76				41,561 76	41,561 76	40
2,852 85				2,852 85	2,852 85	41
5,610,732 98			14,615 55	5,625,348 53	7,553,200 01	42
227,443 43				227,443 43	268,679 69	43
3,430 87				3,430 87	7,024 36	44
45,998 09				45,998 09	74,551 93	45
22,724 89				22,724 89	25,473 61	46
\$904,581,797 18	\$117,136 26	\$26,526 46	\$742,041 65	\$905,467,430 55	\$120,326,194 14	

EARNINGS FROM OPERATION,

Name of Company.	Other earnings from operation.			
	Car mi age, balance.	Switching charges, balance.	Telephone companies.	Rentals from tracks, yards and terminals.
1. Abbotsford & Northeastern.....			\$65 88	\$1,011 00
2. Ahnapee & Western				
3. Ashland, Odanah & M.....				
4. Bayfield Transfer			22 22	
5. Big Falls Ry. Co.....				
6. Chi., Milwaukee & St. Paul			28,951 06	
7. Chicago & Northwestern	\$44,289 89			54,393 87
8. Chi., St. P., Mpls. & O....	74,191 70	\$68,177 46		43,600 12
9. Chi., Burlington & Quincy.....		1,006,652 13	179,512 96	775,379 08
10. Chi., Lake Shore & Eastern	177,772 26	324,109 36		
11. Chi., Harv. & Geneva Lake				
12. Chicago & Lake Superior.....				
13. Chippewa R. & Northern.....				
14. Chippewa V. & Northern.....				
15. Drummond & Southwestern.....				
16. Duluth, S. S. & Atlantic.....			659 44	12,704 93
17. Dunbar & Wausaukee				
18. Fairchild & Northeastern.....		96 00		
19. Great Northern		269,439 31	8,169 24	183,576 70
20. Green Bay & Western	4,301 00	15,598 80		
21. Hawthorne, Nebag. & Sup.....		2,369 00		
22. Hazelhurst & Southeastern.....				
23. Hillsboro & Northeastern.....				
24. Illinois Central	690,932 51	279,864 64	4,564 27	453,071 23
25. Iowa & Northern				
26. J. R. Davis L. Co., L. Ry.				
27. Kewaunee, Green Bay & W.....	5,823 70			
28. La Crosse & Southeastern.....				
29. Lake Superior T. & T.....		28,874 71		
30. Laona & Northern.....				
31. Marathon County Ry. Co.....				
32. Marinette, Tomahawk & W.....				
33. Mineral Point & Northern.....			159 48	
34. Mpls., St. P. & S. Ste. M.....	30,962 53		77,091 84	
35. Northern Pacific		436,318 86	92,270 14	385,837 47
36. Northwestern Coal Ry. Co.....				
37. Roddis L. & V. Co., L. Ry.				
38. Robbins Ry. Co.....				
39. Stanley, Merrill & Phillips.....		1,392 50		
40. Superior & Southeastern.....				
41. Whitcomb & Morris				
42. Winona Bridge Ry. Co.....				
43. Wisconsin Central	66,149 00			12,953 27
44. Wisconsin & Michigan.....	24,296 97			
45. Wisconsin & Northern				
46. Wisconsin Western				
47. Mattoon Ry. Co.....				
Total	\$1,118,718 55	\$2,428,990 79	\$386,373 50	\$1,932,521 27

WHOLE LINE, 1907—Continued.

Other earnings from operation.			Total gross earnings from operation.	Mileage upon which based.	No.
Rents not otherwise provided for.	Other sources.	Total other earnings.			
.....	\$6 00	\$1,066 48	\$34,674 47	15.16	1
.....	269 00	269 00	75,150 67	34.00	2
.....	.....	.....	60,728 81	27.00	3
\$36 00	.....	91 22	18,000 74	15.86	4
.....	.....	.....	11,463 93	31.00	5
149,317 51	.....	178,178 57	60,548,554 45	7,172.64	6
112,743 80	16,507 27	228,906 82	68,978,961 32	7,550.64	7
20,130 97	3,012 70	204,123 07	14,042,943 78	1,706.19	8
.....	220,066 69	2,220,220 96	31,705,807 88	8,868.40	9
.....	129,861 37	631,735 98	4,908,665 73	639.75	10
.....	14 06	14 06	28,145 86	11.00	11
.....	.....	.....	6,090 55	3.00	12
.....	.....	.....	7,971 33	18.00	13
.....	.....	.....	19,965 93	15.58	14
.....	.....	.....	25,355 80	8.18	15
2,843 22	16,638 87	32,849 46	3,311,978 06	590.68	16
.....	.....	.....	28,134 60	13.50	17
.....	.....	96 00	18,792 75	38.00	18
131,580 92	16,192 75	604,002 92	50,208,085 10	5,335.35	19
.....	381 31	20,269 11	648,108 64	325.00	20
.....	.....	2,336 00	52,316 06	15.00	21
.....	.....	.....	24,012 77	26.00	22
.....	5 00	5 00	14,227 17	5.00	23
706,087 22	3,230,891 34	5,414,411 26	57,301,565 67	4,370.77	24
.....	.....	.....	7,313 98	4.70	25
.....	.....	.....	764 94	30.50	26
.....	712 06	6,535 76	139,152 68	36.70	27
.....	9,170 58	9,170 58	87,783 07	42.61	28
436 64	299 00	29,610 36	30,085 60	18.33	29
.....	.....	.....	19,084 06	16.00	30
.....	.....	.....	10,389 00	20.25	31
5 00	.....	5 00	67,466 39	43.77	32
.....	.....	159 48	77,009 70	30.60	33
25,006 19	4,911 61	137,973 17	12,948,047 75	2,232.50	34
301,456 51	202,882 12	1,380,265 10	68,447,453 65	5,443.67	35
.....	.....	.....	25,323 53	8.00	36
.....	.....	.....	6,728 44	12.50	37
.....	.....	.....	28,009 94	30.00	38
.....	44 75	1,437 26	144,617 14	58.81	39
.....	.....	.....	41,561 78	23.83	40
.....	.....	.....	2,862 86	6.00	41
.....	15,507 66	15,507 66	15,507 66	1.03	42
8,381 21	.....	87,483 48	7,640,683 49	1,018.23	43
.....	12,446 04	36,743 01	305,422 70	123.29	44
.....	.....	.....	7,024 30	27.42	45
.....	.....	.....	74,551 98	51.97	46
.....	.....	.....	25,473 61	29.36	47
\$1,457,048 19	\$4,085,273 40	\$11,286,825 70	\$432,115,019 84	45,916.72	

EARNINGS FROM OPERATION,
Of Roads Operating in Wisconsin as Reported to the
Passenger

Name of Company.	Passenger revenue.	Less Repayments.			
		Tickets re- deemed.	Excess fares refunded.	Other repay- m ents.	Total reduc- tions.
1. Abbotsford & N. E.....	\$3,646 63				
2. Ahnapee & Western	31,554 52				
3. Ashland, Odanah & M.....	53 50				
4. Bayfield Transfer	568 25				
5. Big Falls Ry. Co.....	306 50				
6. C., M. & St. Paul.....	3,689,799 35				
7. Chicago & N. W.....	4,297,137 21	\$12,879 26	\$194,066 98		\$206,946 19
8. C., St. P., Mpls. & O.....	1,663,778 05	5,830 50	1,990 40	\$150 21	7,971 11
9. Chi., Burl. & Quincy.....	690,901 62				
10. Chi., Harv. & G. L.....	7,022 45				
11. Chi. & Lake Superior	2,217 20				
12. Chippewa R. & Northern.....	102 35				
13. Chippewa V. & Northern.....	11 95				
14. Dul., S. S. & Atlantic.....	142,954 33	158 78			158 78
15. Dunbar & Wausaukee.....	684 92				
16. Fairchild & N. E.....	3,992 82				
17. Great Northern	100,655 06				
18. Green Bay & Western.....	128,402 02				
19. Hawthorne, Nebag. & S.....	166 84				
20. Hazelhurst & S. E.....	46 74				
21. Hillsboro & N. E.....	3,493 16				
22. Illinois Central	46,905 19	738 21			738 21
23. Iola & Northern	1,245 77				
24. Kewaunee, G. B. & W.....	30,833 39				
25. La Crosse & S. E.....	34,644 42				
26. Lake Superior T. & T.....					
27. Laona & Northern	172 45				
28. Marinette, Tomah'k & W.....	6,393 66				
29. Mineral Point & Northern	8,325 57				
30. Mpls., St. P. & S. S. M.....	334,234 58				
31. Northern Pacific	186,673 38	336 92		1,068 42	1,425 34
32. Stanley, Merrill & P.....	7,975 47				
33. Wisconsin Central	1,316,490 07	16,672 23			16,672 23
34. Wisconsin & Michigan	21,567 29				
35. Wisconsin & Northern	3,583 51				
36. Wisconsin Western	18,114 90				
37. Mattoon Ry. Co.....	1,957 80				
Total	\$12,626,163 11	\$36,615 90	\$196,057 33	\$1,238 83	\$238,911 86

WISCONSIN, 1907.

Railroad Commission for the Year Ending June 30, 1907.

Earnings.

Total passenger revenue.	Mail.	Express.	Extra baggage and storage.	Other items.	Total passenger earnings.	No.
\$3,646 63	\$647 23	\$94 21			\$4,388 07	1
31,554 52	3,063 49	2,406 16	\$706 75		37,700 92	2
56 50					53 50	3
508 25					508 25	4
306 50	285 12				591 62	5
3,689,799 35	633,538 27	361,744 86	52,079 16	\$202,620 49	5,080,377 13	6
4,000,161 02	379,652 70	361,813 85	58,487 30	11,081 41	4,901,176 34	7
1,685,806 94	92,875 18	149,185 29	25,845 00	1,397 79	1,955,610 20	8
660,901 62	36,107 04	14,086 80	11,609 17	2,506 94	755,296 57	9
7,022 45	213 98	341 23		5 00	7,582 66	10
2,217 20	160 00	360 27	43 10		2,780 57	11
102 35					102 35	12
11 95					11 95	13
142,795 55	9,917 54	3,663 11	831 28	8,915 86	166,123 34	14
684 92					684 92	15
3,992 82	1,409 21	113 79	90 70		5,606 52	16
109,655 06	4,172 75	4,744 39	1,279 97	5,437 91	125,290 08	17
128,402 02	17,834 76	6,039 12	2,396 63		154,671 53	18
166 84					166 84	19
46 74		104 98			151 72	20
3,493 16	213 72	440 30	136 56		4,283 74	21
46,226 98	6,577 31	9,438 62	856 34	182 62	63,281 87	22
1,245 77	225 28	64 19			1,535 24	23
30,833 39	3,366 64	1,083 84	458 96		35,742 83	24
34,644 42	1,275 30	1,200 00			37,119 72	25
			299 25	126 00	425 25	26
172 45					172 45	27
6,308 00	594 65	155 00	106 61		7,261 86	28
8,825 57	1,215 89	1,800 00	258 21		11,502 67	29
334,234 58	47,240 61	33,002 13	3,899 19	14,799 99	433,146 43	30
185,248 04	6,132 81	19,756 90	2,288 73	1,696 43	215,122 91	31
7,975 47		68 12	2 85		8,046 54	32
1,299,897 84	106,700 08	129,324 04	14,340 74	15,217 92	1,565,380 62	33
21,567 29	1,348 59	317 82	87 15		23,920 85	34
3,563 51			9 50	48	3,593 40	35
18,114 90	3,085 83	5,962 92	423 57	966 62	28,563 84	36
1,987 80	790 92				2,748 72	37
\$12,602,261 00	\$1,359,112 96	\$1,106,611 94	\$177,107 82	\$355,492 39	\$15,500,676 11	

EARNINGS FROM OPERATION--

Freight

Name of Company.	Freight revenue.	Less Repayments.		
		Over- charge to shippers.	Other repayments.	Total deductions.
1. Abbotsford & Northeastern	\$29,102 97			
2. Ahnapee & Western	37,197 75			
3. Ash., Odanah & Marengo	60,675 31			
4. Bayfield Transfer	17,401 27			
5. Big Falls Ry. Co.	10,872 31			
6. Chi., Mil. & St. P.	12,532,520 22			
7. Chicago & Northwestern	12,550,804 05	\$90,431 72		\$90,431 72
8. Chi., St. P., Mpls. & O.	4,473,657 96	33,661 75	\$7,857 07	41,518 82
9. Chi., Burl. & Quincy	3,104,907 16			
10. Chi., L. Shore & Eastern	35,371 50			
11. Chi., Harv. & Geneva Lake	6,483 24			
12. Chicago & Lake Superior	3,299 98			
13. Chippewa River & Northern	7,908 98			
14. Chippewa Val. & Northern	19,955 06	1 10		1 10
15. Drummond & Southwestern	25,355 89			
16. Dul., South Shore & Atl.	245,609 55	2,453 67		2,453 67
17. Dunbar & Wausaukee	27,449 68			
18. Fairchild & Northeastern	13,121 07	30 84		30 84
19. Great Northern	1,277,905 28			
20. Green Bay & Western	468,163 00			
21. Hawthorne, Nebag. & Sup.	49,813 22			
22. Hazelhurst & Southeastern	23,945 31	84 26		84 26
23. Hillsboro & Northeastern	9,988 43			
24. Illinois Central	72,927 57	3,612 35		3,612 35
25. Iola & Northern	5,778 74			
26. J. R. Davis Lumber Co., Logging Ry.	764 94			
27. Kewaunee, G. B. & West.	95,874 09			
28. La Crosse & Southeastern	41,492 77			
29. Lake Sup., Term. & Trans.				
30. Laona & Northern	19,231 32	379 71		379 71
31. Marathon County Ry. Co.	10,399 00			
32. Marinette, Tomahawk & W.	90,305 51	95 98		95 98
33. Mineral Point & Northern	66,040 48	692 93		692 93
34. Mpls., St. P. & St. Ste. M.	1,492,763 28			
35. Northern Pacific	361,404 25	1,249 74		1,249 74
36. Northwestern Coal Ry. Co.	25,323 53			
37. Roddis Lumber & Veneer Co., Logging Ry.	6,723 44			
38. Robbins Ry. Co.	23,039 94			
39. Stanley, Merrill & Phillips	135,189 09	155 74		155 74
40. Superior & Southeastern	41,561 76			
41. Whitcomb & Morris	2,892 85			
42. Wisconsin Central	4,796,218 25	76,558 11		76,558 11
43. Wisconsin & Michigan	176,328 77			
44. Wisconsin & Northern	3,430 87			
45. Wisconsin Western	45,998 09			
46. Mattoon Ry. Co.	22,724 89			
Total	\$42,587,742 64	\$209,407 90	\$7,857 07	\$216,264 97

WISCONSIN, 1907—Continued.

Earnings.

Total freight revenue.	Stock yards.	Elevators.	Other items.	Total freight earnings.	Passenger and freight earnings.	No.
\$29,102 97				\$29,102 97	\$33,491 04	1
37,197 75				37,197 75	74,868 67	2
60,675 31				60,675 31	60,728 81	3
17,401 27				17,401 27	17,969 52	4
10,872 31				10,872 31	11,463 93	5
19,532,530 22		\$10,814 11		12,543,334 38	17,573,711 46	6
12,460,432 33	\$17,770 81		\$49,602 07	12,527,811 21	17,423,987 55	7
4,432,139 14			4,703 82	4,436,842 96	6,362,453 16	8
3,104,907 16				3,104,907 16	3,860,205 73	9
35,371 50				35,371 50	35,371 50	10
6,483 24				6,483 24	14,065 90	11
3,299 98				3,299 98	6,080 55	12
7,868 98				7,868 98	7,971 33	13
19,963 98				19,953 98	19,965 93	14
25,355 89				25,355 89	25,355 89	15
243,155 88			2,292 79	245,448 67	411,572 01	16
27,449 68				27,449 68	28,134 60	17
13,000 23				13,000 23	18,636 75	18
1,277,805 28			1,308 82	1,279,114 10	1,404,404 15	19
468,163 00				468,163 00	622,834 53	20
49,813 22				49,813 22	49,980 01	21
23,861 05				23,861 05	24,012 77	22
9,938 43				9,938 43	14,222 17	23
69,315 22			549 40	69,864 62	133,146 49	24
5,778 74				5,778 74	7,313 98	25
764 94				764 94	764 94	26
95,874 09				95,874 09	131,616 92	27
41,492 77				41,492 77	73,612 49	28
					425 25	29
18,851 61				18,851 61	19,024 06	30
10,389 00				10,389 00	10,389 00	31
60,209 53				60,209 53	67,461 39	32
65,347 55				65,347 55	76,850 22	33
1,492,768 26			4,525 47	1,497,293 75	1,980,435 13	34
360,154 51			1,928 39	362,082 90	577,205 81	35
25,323 53				25,323 53	25,323 53	36
6,723 44				6,723 44	6,723 44	37
23,069 94				23,069 94	23,069 94	38
135,063 35				135,063 35	143,079 89	39
41,561 76				41,561 76	41,561 76	40
2,852 85				2,852 85	2,852 85	41
4,719,600 14			6,520 30	4,726,120 44	6,291,577 06	42
176,328 77				176,328 77	200,149 62	43
3,430 87				3,430 87	7,024 35	44
45,908 09				45,908 09	74,551 93	45
22,724 89				22,724 89	25,473 61	46
\$42,320,477 67	\$17,776 81	\$10,814 11	\$71,437 06	\$42,420,505 65	\$56,011,181 76	

EARNINGS FROM OPERATION—

Name of Company.	Other earnings		
	Car mileage— balance.	Switching charges— balance.	Telegraph companies.
1. Abbotsford & Northern			\$65 83
2. Ahnapee & Western			
3. Ashland, Odanah & Marengo			
4. Bayfield Transfer			22 22
5. Big Falls Ry. Co.			
6. Chicago, Milwaukee & St. Paul			8,091 46
7. Chicago & Northwestern	\$11,243 32		
8. Chi., St. Paul, Minneapolis & Omaha	28,002 71	\$34,183 08	
9. Chicago, Burlington & Quincy		9,975 08	1,999 20
10. Chicago, Lake Shore & Eastern	954 53	70,304 00	
11. Chicago, Harvard & Geneva Lake			
12. Chicago & Lake Superior			
13. Chippewa River & Northern			
14. Chippewa Valley & Northern			
15. Drummond & Southwestern			
16. Duluth, South Shore & Atlantic			44 57
17. Dunbar & Wausaukee			
18. Fairchild & Northeastern		96 00	
19. Great Northern			
20. Green Bay & Western	4,301 00	15,589 80	
21. Hawthorne, Nebagamon & Superior		2,330 00	
22. Hazelhurst & Southeastern			
23. Hillsboro & Northeastern			
24. Illinois Central		568 00	
25. Iola & Northern			
26. J. R. Davis Lumber Co., Logging Ry.			
27. Kewaunee, Green Bay & Western	5,823 70		
28. La Crosse & Southeastern			
29. Lake Superior Terminal & Transfer		29,974 71	
30. Laona & Northern			
31. Marathon County Ry. Co.			
32. Marinette, Tomahawk & Western			
33. Mineral Point & Northern			159 48
34. Minneapolis, St. Paul & Sault Ste. M.	4,992 26		6,020 78
35. Northern Pacific		12,242 92	1,630 34
36. Northwestern Coal Ry. Co.			
37. Roddis Lumber & Veneer Co., Logging Ry.			
38. Robbins Ry. Co.			
39. Stanley, Merrill & Phillips		1,392 50	
40. Superior & Southeastern			
41. Whitcomb & Morris			
42. Winona Bridge Ry. Co.			
43. Wisconsin Central	57,013 82		
44. Wisconsin & Michigan	24,269 97		
45. Wisconsin & Northern			
46. Wisconsin Western			
47. Mattoon Ry. Co.			
Total	\$136,471 30	\$175,539 87	\$18,068 88

WISCONSIN, 1907—Continued.

from operation.				Total gross earn- ings from operation.	Mileage upon which based.	No.
Rentals from tracks, yards and terminals.	Rents not otherwise provided for.	Other sources.	Total other earnings.			
\$1,011 60		\$6 00	\$1,068 43	\$34,574 47	15.16	1
		252 00	252 00	75,150 67	34.00	2
				60,728 81	27.00	3
	\$89 00		91 22	18,060 74	15.86	4
				11,463 93	21.00	5
	74,323 62		82,415 08	17,656,126 54	1,722 77	6
13,801 75	28,621 51	3,175 13	56,841 71	17,485,829 26	1,916.88	7
6,796 45	10,933 74	1,268 51	91,184 40	6,473,637 05	757.97	8
	7,743 40	3,833 38	23,551 64	3,883,737 37	229.57	9
		17,484 00	88,742 53	124,114 03	19.46	10
		7 03	7 03	14,072 93	5.50	11
				6,080 55	3.00	12
				7,971 33	18.00	13
				19,965 98	15.53	14
				25,355 89	8.18	15
100 00	459 08	3 00	606 00	412,179 61	113.77	16
				28,134 60	13.50	17
			93 00	18,792 75	38.00	18
115,172 28	1,306 20		116,480 48	1,520,864 66	37.69	19
		381 31	20,269 11	643,103 64	225.00	20
			2,336 00	52,316 06	15.00	21
				24,012 77	26.00	22
		5 00	5 00	14,227 17	5.00	23
	227 10		795 10	183,941 59	91.31	24
				7,313 98	4.70	25
				764 94	20.50	26
		712 06	6,565 76	138,152 66	36.70	27
		9,170 58	9,170 58	87,733 17	47.61	28
	436 64	269 00	29,610 35	30,035 60	19.33	29
				19,024 06	16.00	30
				10,389 00	20.25	31
	5 00		5 00	67,466 39	43.77	32
			159 48	77,009 70	30.60	33
			10,893 03	1,941,318 21	353.01	34
4,707 84	6,796 73	15,916 11	41,343 94	618,549 76	134.37	35
				25,323 53	8.00	36
				6,723 44	19.50	37
				23,039 94	30.00	38
		44 75	1,427 25	144,517 14	58.81	39
				41,561 76	23.83	40
				2,952 85	6.00	41
		15,507 06	15,507 06	15,507 06	.54	42
3,667 79	2,452 64		63,154 25	6,354,731 31	882.45	43
		12,473 04	36,743 01	236,892 63	73.76	44
				7,024 96	27.42	45
				74,551 93	51.97	46
				25,473 61	29.34	47
\$145,277 71	\$133,376 61	\$30,558 50	\$689,307 73	\$58,700,489 49	7,293.63	

RECAPITULATION OF EARNINGS FROM OPERATION—

Of Roads Operating in Wisconsin as Reported

Name of Company.	Wisconsin.			
	Total passenger earnings.	Total freight earnings.	Total other earnings.	Total gross earnings from operations.
1. Abbotsford & Northeastern.	\$4,338 07	\$29,102 97	\$1,083 43	\$34,524 47
2. Ahnapee & Western	37,700 92	37,197 75	252 00	75,150 67
3. Ash., Odanah & Marengo ..	53 50	60,675 31	.....	60,728 81
4. Bayfield Transfer	508 26	17,401 27	91 22	18,000 74
5. Big Falls Ry. Co.	501 62	10,873 31	.....	11,463 93
6. Chi., Mil. & St. P.	5,080,377 13	12,543,334 33	82,415 06	17,656,126 54
7. Chicago & Northwestern ..	4,901,178 34	13,527,811 21	56,841 71	17,485,829 26
8. Chi., St. P., Mpls. & O.	1,955,610 20	4,436,942 96	81,184 49	6,473,637 65
9. Chi., Burl. & Quincy	756,298 57	3,104,907 16	23,551 64	3,883,797 37
10. Chi., L. Shore & Eastern ..	.....	35,371 50	88,742 53	124,114 03
11. Chi., Harv. & Geneva Lake	7,532 00	6,483 24	7 03	14,073 98
12. Chicago & Lake Superior....	2,780 57	3,299 98	.....	6,080 55
13. Chippewa River & Northern	102 36	7,998 98	.....	7,971 33
14. Chippewa Val. & Northern..	11 96	19,968 98	.....	19,985 93
15. Drummond & Southwestern.	.....	25,355 89	.....	25,355 89
16. Dul., South Shore & Atl....	166,123 34	245,448 87	606 60	412,178 61
17. Dunbar & Wausaukee	684 92	27,449 03	.....	28,134 60
18. Fairchild & Northeastern ..	5,006 52	13,066 23	96 00	18,792 75
19. Great Northern	126,200 08	1,279,114 10	116,480 48	1,520,884 66
20. Green Bay & Western	154,671 53	468,163 00	20,269 11	643,103 64
21. Hawthorne, Nebag. & Sup..	166 84	49,813 22	2,336 00	52,316 06
22. Hazelhurst & Southeastern ..	151 72	23,861 05	.....	24,012 77
23. Hillsboro & Northeastern ..	4,283 74	9,936 43	5 00	14,227 17
24. Illinois Central	63,281 87	60,864 62	796 10	133,941 59
25. Iola & Northern	1,535 24	6,778 74	.....	7,313 98
26. J. R. Davis Lumber Co., Logging Ry. ....	.....	764 94	.....	764 94
27. Kewaunee, G. B. & West...	85,743 38	95,874 09	6,535 76	183,152 63
28. La Crosse & Southeastern ..	37,119 72	41,492 77	9,170 58	87,783 07
29. Lake Sup. Term. & Trans..	425 25	.....	29,610 36	30,035 60
30. Laona & Northern	172 45	18,851 61	.....	19,024 06
31. Marathon County Ry. Co. ....	.....	10,389 00	.....	10,389 00
32. Marinette, Tomahawk & W.	7,251 86	60,209 63	5 00	67,466 39
33. Mineral Point & Northern..	11,502 67	65,347 56	159 48	77,009 70
34. Mpls., St. P. & S. Ste. M.	433,146 43	1,497,298 75	10,883 03	1,941,318 21
35. Northern Pacific	215,122 91	362,062 90	41,343 94	618,549 75
36. Northwestern Coal Ry. Co. ....	.....	25,323 53	.....	25,323 53
37. Roddis Lumber & Veneer Co., Logging Ry. ....	.....	6,723 44	.....	6,723 44
38. Robbins Ry. Co. ....	.....	23,039 94	.....	23,039 94
39. Stanley, Merrill & Phillips..	8,046 54	135,083 35	1,437 25	144,517 14
40. Superior & Southeastern ..	.....	41,561 76	.....	41,561 76
41. Whitcomb & Morris .....	.....	2,852 85	.....	2,852 85
42. Winona Bridge Ry. Co. ....	.....	.....	15,507 68	15,507 68
43. Wisconsin Central	1,669,390 62	4,726,186 44	63,154 25	6,354,731 31
44. Wisconsin & Michigan	23,820 85	176,328 77	36,743 01	236,892 63
45. Wisconsin & Northern	3,598 49	3,430 57	.....	7,029 36
46. Wisconsin Western	28,563 84	46,968 09	.....	74,551 93
47. Mattoon Ry. Co.	2,748 72	22,724 89	.....	25,473 61
Total	\$15,590,676 11	\$42,420,505 65	\$680,307 73	\$58,700,489 49

WISCONSIN AND WHOLE LINE, 1907.

to the Railroad Commission for the Year Ending June 30, 1907.

Whole Line.						
Mileage upon which based.	Total passenger earnings.	Total freight earnings.	Total other earnings.	Total gross earnings from operation.	Mileage upon which based.	No
15.16	\$4,388 07	\$39,102 97	\$1,083 43	\$34,574 47	15.16	1
34.00	37,700 92	37,197 75	262 00	75,150 67	34.00	2
27.00	53 50	60,075 31	.....	60,728 81	27.00	3
15.86	568 25	17,401 27	.....	18,000 74	15.86	4
21.00	591 62	10,872 31	.....	11,463 93	21.00	5
1,722.77	16,228,790 26	44,141,585 62	179,179 87	60,549,554 45	7,172.84	6
1,916.83	19,306,364 23	49,348,600 27	223,906 82	69,578,961 32	7,550.64	7
757.97	4,390,827 31	9,447,893 40	204,128 07	14,042,848 78	1,706.19	8
222.57	23,348,932 72	56,065,793 65	2,290,580 96	81,705,307 33	8,993.40	9
19.46	.....	4,271,959 75	631,735 98	4,908,695 73	536.75	10
5.50	15,185 32	12,968 48	14 06	28,145 86	11.00	11
3.00	2,790 57	3,299 18	.....	6,080 55	3.00	12
18.00	102 35	7,868 96	.....	7,971 33	18.00	13
15.53	11.96	19,963 98	.....	19,963 93	15.53	14
8.18	.....	26,355 89	.....	26,355 89	8.18	15
113.77	1,236,092 10	2,042,946 50	32,849 46	3,311,879 06	590.68	16
13.50	684 92	27,449 68	.....	28,134 60	13.50	17
38.00	5,608 52	13,090 23	96 00	18,792 75	38.00	18
37.69	12,391,184 11	37,222,948 07	604,002 92	50,208,035 10	5,335.36	19
226.00	154,671 53	468,163 00	20,269 11	643,103 64	225.00	20
15.00	166 84	49,813 22	2,336 00	52,316 06	15.00	21
26.00	151 72	23,861 06	.....	24,012 77	26.00	22
5.00	4,268 74	9,838 43	5 00	14,297 17	5.00	23
91.31	13,664,897 02	38,222,267 39	5,414,411 26	57,301,565 67	4,370.77	24
4.70	1,535 24	5,778 74	.....	7,313 98	4.70	25
20.50	.....	764 94	.....	764 94	20.50	26
36.70	35,742 83	95,874 09	6,536 76	138,152 68	36.70	27
42.61	37,119 72	41,492 77	9,170 58	87,783 07	42.61	28
18.39	425 25	.....	29,610 35	30,035 60	18.39	29
16.00	172 45	18,851 61	.....	19,024 06	16.00	30
20.26	.....	10,389 00	.....	10,389 00	20.26	31
43.77	7,261 86	60,200 53	5 00	67,468 39	43.77	32
30.60	11,502 67	65,347 56	159 48	77,009 70	30.60	33
853.01	3,276,999 76	9,533,075 83	187,979 17	12,948,047 75	2,232.50	34
184.37	19,192,007 92	47,896,180 63	1,360,265 10	68,447,453 65	5,443.67	35
8.00	.....	26,323 53	.....	26,323 53	8.00	36
12.50	.....	6,723 44	.....	6,723 44	12.50	37
30.00	.....	23,039 94	.....	23,039 94	30.00	38
58.81	8,046 54	135,083 35	1,437 25	144,517 14	58.81	39
23.83	.....	41,561 78	.....	41,561 78	23.83	40
6.00	.....	2,852 85	.....	2,852 85	6.00	41
.54	.....	.....	29,579 53	29,579 53	1.03	42
982.48	1,927,851 48	5,625,349 58	87,483 48	7,640,683 49	1,018.23	43
73.78	41,236 26	227,443 43	36,743 01	305,422 70	123.29	44
27.42	3,568 49	3,430 87	.....	7,024 36	27.42	45
51.97	28,563 84	45,996 09	.....	74,561 93	51.97	46
29.36	2,748 72	22,724 89	.....	25,473 61	29.36	47
7,298.63	\$115,358,768 59	\$305,467,430 55	\$11,288,825 70	\$432,115,019 84	45,916.72	

OPERATING EXPENSES—

Of Roads Operating in Wisconsin as Reported to the

Maintenance of

Name of company.	Repairs of roadway.	Renewals of rails.	Renewals of ties.	Repairs of bridges and culverts.
1. Abbotsford & Northeastern	\$5,548 69	\$2,014 99	\$1,610 77	\$1,322 57
2. Ahnapee & Western	9,636 68		1,698 30	1,181 58
3. Ash., Odanah & Marengo...	8,553 57	119 37	624 35	103 81
4. Bayfield Transfer	10,591 74		1,723 75	21 39
5. Chi., Milwaukee & St. P....	3,182,894 82	340,115 36	544,545 80	719,048 04
6. Chicago & Northwestern	5,080,500 43	520,241 08	1,054,197 23	793,098 61
7. Chi., St. P., Mpls. & O....	976,745 87	156,101 39	205,907 09	230,043 82
8. Chi., Burl. & Quincy	7,251,377 97	743,937 93	1,390,742 83	2,000,252 40
9. Chicago, L. Shore & Eastern	128,488 38	19,067 15	47,335 64	16,883 86
10. Chi., Harv. & Geneva Lake	2,937 67			
11. Chicago & Lake Superior....	872 06		301 60	
12. Chippewa River & Northern	3,972 32	56 35		
13. Drummond & Southwestern.	9,061 94		1,182 65	202 63
14. Dul., South Shore & Atl....	377,176 06	6,006 97	44,202 80	31,230 41
15. Dunbar & Wausaukee				
16. Fairchild & Northeastern	7,238 33		500 00	
17. Great Northern	5,159,754 79	284,351 82	505,210 80	516,254 51
18. Green Bay & Western	61,871 43	32,000 00	32,000 00	3,600 81
19. Hawthorne, Nebag. & Sup..	2,465 52	75 80	106 60	12 30
20. Hazelhurst & Southeastern.	3,557 24			573 04
21. Hillsboro & Northeastern..	2,610 32			
22. Illinois Central	3,944,935 81	249,975 21	427,672 24	877,978 23
23. Iola & Northern	391 56		206 90	
24. Kewaunee, Green Bay & W.	10,989 34	12,000 00	6,000 00	2,994 44
25. La Crosse & Southeastern..	7,347 18			
26. Lake Sup. Term. & Trans.	8,918 26	628 73	2,815 09	
27. Laona & Northern	1,471 41			
28. Marathon County Ry. Co..	4,546 39			
29. Marinette, Tomahawk & W.	10,003 61	1952 09	442 44	7,780 19
30. Mineral Point & Northern..	5,862 73			91 00
31. Mpls., St. P. & S. Ste. M.	856,403 43	3,464 09	154,139 33	153,117 57
32. Northern Pacific	5,947,136 84	329,259 60	789,415 69	664,105 32
33. Northwestern Coal Ry. Co.	2,879 09	113 60	1,163 14	82 43
34. Roddis L. & V. Co., L. Ry.	833 75			
35. Robbins Ry. Co.				
36. Stanley, Merrill & Phillips.	24,003 21	19 26	1,709 12	928 00
37. Superior & Southeastern....				
38. Whitcomb & Morris	975 00	250 00		
39. Winona Bridge Ry. Co.	95 50			2,373 85
40. Wisconsin Central	392,553 10	34,599 74	115,889 65	118,444 11
41. Wisconsin & Michigan	17,493 69		2,683 22	301 19
42. Wisconsin & Northern	1,800 08			
43. Wisconsin Western	7,031 11	147 13	4,095 85	1,869 75
Total	\$33,541,826 70	\$2,732,537 72	\$5,335,933 07	\$6,152,847 38

¹ Credit.

REPORT OF THE RAILROAD COMMISSION.

347

WHOLE LINE, 1907.

Railroad Commission for Year Ending June 30, 1907.

Way and Structures.

Repairs of fences, road crossings, signs and cattle guards.	Repairs of buildings and fixtures.	Repairs of docks and wharves.	Repairs of telegraph.	Stationery, printing and other expenses.	Total.	No.
\$88 02	\$81 82		\$0 50		\$10,665 36	1
37 09	940 00	\$2,926 70		\$124 75	16,495 10	2
	286 50			5,735 74	15,425 34	3
4 00	68 73				12,399 58	4
178,099 74	787,562 89	24,357 16	51,085 13	960,175 76	6,777,835 60	5
217,919 75	703,480 50	397,337 64	40,902 86	14,842 63	8,531,010 56	6
44,263 98	117,343 78	2,966 54	15,462 50	1,350 30	1,758,375 55	7
280,851 08	1,908,783 05	339 64	274,916 92	2,466 73	13,963,648 55	8
2,684 09	26,847 59		3,760 47	1,004 55	246,041 73	9
	260 97			365 60	3,644 24	10
				88 02	1,262 27	11
				77 45	4,106 12	12
				89 52	11,129 74	13
6,852 71	35,417 23	13,237 23	2,832 14	570 15	517,526 70	14
				4,015 67	4,015 67	15
	249 88			189 22	8,176 41	16
77,859 30	621,985 39	34,538 01	52,825 02	11,607 70	7,294,297 34	17
893 53	6,346 11		722 99	1,042 04	133,566 91	18
	18 00				2,677 22	19
	216 08				4,346 34	20
	117 56				2,737 88	21
220,183 49	1,002,151 75	17,363 42	65,328 98	18,768 19	6,924,362 26	22
				9 08	687 54	23
126 91	1,240 37		101 75	130 71	33,564 02	24
					7,347 18	25
451 43	1,216 24			68 65	14,088 99	26
					1,471 41	27
					4,546 39	28
112 16	737 94				17,939 93	29
90 70	1,840 20		155 22	16 56	8,056 41	30
21,595 17	184,023 89	79,438 79	40,509 55	1,870 27	1,495,147 09	31
202,197 91	948,970 03	126,061 89	55,559 61	9,799 94	9,089,535 75	32
	255 70				4,367 36	33
					833 75	34
				7,994 12	7,994 12	35
246 63	553 63		634 49		26,727 42	36
				11,529 53	11,529 53	37
					1,225 00	38
					2,469 35	39
21,117 29	106,251 63	15,433 84	4,911 01	31,991 77	843,192 14	40
95 86	3,169 42	1,418 84	628 81	121 10	25,912 03	41
					1,806 08	42
1,994 96	1,537 42			3,557 82	20,824 01	43
\$1,277,584 45	\$6,464,455 73	\$715,464 63	\$610,287 89	\$1,079,616 47	\$57,910,553 99	

OPERATING EXPENSES,
Maintenance

Name of Company.	Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.
1. Abbotsford & Northeastern.....		\$123 50	\$1,504 02	\$194 45
2. Ahnapce & Western		1,744 16	1,848 56	2,187 20
3. Ashland, Odanah & M.....		5,508 71		3,131 76
4. Bayfield Transfer		287 58	1 55	1,551 82
5. Chi., Milwaukee & St. Paul	\$108,359 92	2,500,947 29	882,390 80	4,505,838 73
6. Chicago & Northwestern ...	178,994 43	2,394,785 60	628,039 45	4,830,196 07
7. Chi., St. P., Mpls. & O....	90,975 72	588,311 27	119,883 74	957,386 08
8. Chi., Burlington & Quincy.	317,345 22	5,108,060 32	1,254,902 16	7,456,706 28
9. Chi., Lake Shore & Eastern	8,861 83	168,632 68		452,011 45
10. Chi., Harv. & Geneva Lake			1,027 36	
11. Chicago & Lake Superior...		62 45		
12. Chippewa R. & Northern.....				629 06
13. Chippewa V. & Northern.....				3,163 07
14. Drummond & Southwestern.		3,432 49		2,237 95
15. Duluth, S. S. & Atlantic...	11,846 30	108,955 07	37,188 28	124,178 04
16. Dunbar & Wausaukee				
17. Fairchild & Northeastern...		1,812 58		680 38
18. Great Northern	94,404 01	2,239,531 79	728,912 80	1,924,814 61
19. Green Bay & Western	1,830 00	13,794 18	3,913 07	20,956 38
20. Hawthorne, Nebag. & Sup.		1,561 80		5,462 78
21. Hazelhurst & Southeastern.		937 24	50 66	1,450 76
22. Hillsboro & Northeastern.....		528 72		
23. Illinois Central	144,972 31	2,630,853 63	665,583 47	5,345,242 74
24. Iola & Northern		215 78	79 64	
25. Kewaunee, Green Bay & W.	600 00	7,302 23	1,173 17	3,549 11
26. La Crosse & Southeastern.....				
27. Lake Sup. Term. & Trans.	170 00	7,831 78		3,384 80
28. Laona & Northern		1,324 32		1,219 35
29. Marinette, Tomahawk & W.		3,616 06	276 60	645 74
30. Mineral Point & Northern..	772 06	6,194 02	80 31	235 64
31. Mpls., St. P. & S. Ste. M.	7,782 65	597,240 31	175,500 42	542,637 16
32. Northern Pacific	140,419 37	2,173,666 48	453,507 77	2,572,218 38
33. Northwestern Coal Ry. Co.		3,366 17		
34. Roddis L. & V. Co., L. Ry.				
35. Robbins Ry. Co.....				
36. Stanley, Merrill & Phillips.		12,187 91	614 87	13,560 36
37. Superior & Southeastern.....				
38. Whitcomb & Morris		1,160 00		30 00
39. Wisconsin Central	14,252 90	283,187 55	90,266 05	263,354 54
40. Wisconsin & Michigan	2,191 66	9,697 97	1,830 05	11,691 36
41. Wisconsin & Northern	40 88	234 63	8 33	254 63
42. Wisconsin Western		612 20	986 32	1,444 40
Total	\$1,123,808 26	\$18,957,716 68	\$4,999,144 19	\$28,861,035 09

WHOLE LINE, 1907—Continued.

of Equipment.

Repairs and renewals of work cars.	Repairs and renewals of marine equipment.	Repairs and renewals of shop machinery and tools.	Stationery and printing.	Other expenses.	Total.	No.
\$3 64					\$1,824 70	1
			\$44 10		5,824 02	2
364 25		\$99 34		\$25 56	9,099 61	3
					1,840 95	4
73,387 60		224,920 10	15,812 77	238,121 28	8,590,757 08	5
85,878 26	\$1,198 08	210,702 18	18,408 24	330,739 18	8,673,573 46	6
25,014 09		46,973 06	1,335 86	73,428 16	1,002,207 98	7
369,465 24		360,083 01	26,969 60	120,111 34	15,007,673 15	8
3,048 86		6,504 77	1,131 35	7,879 98	649,108 92	9
		79 27		295 64	1,402 24	10
					62 45	11
					628 09	12
					3,163 07	13
					5,670 44	14
6,208 47		8,517 98	606 85	10,162 61	301,751 63	15
				483 60	483 60	16
			50 00	100 00	2,488 96	17
231,027 25		86,995 86	9,092 36	33,737 84	5,343,566 61	18
1,897 19		2,353 32	416 26	10,687 42	55,846 82	19
					7,024 67	20
					2,438 66	21
			74 31	83 18	684 21	22
114,947 90	8,428 65	350,097 34	19,300 79	316,585 01	9,596,006 84	23
			3 79		299 21	24
			48 57		12,573 08	25
				6,997 92	6,997 92	26
		125 06	58 65		11,620 31	27
				92 88	2,638 55	28
		645 88			5,184 86	29
		200 71			7,482 74	30
28,591 85		47,919 79	3,961 11	38,462 66	1,440,065 97	31
190,066 87	1,838 74	104,230 50	4,689 70	10,491 47	5,651,128 73	32
					3,396 17	33
				784 02	784 02	34
				2,445 88	2,445 88	35
1,636 90		219 31		265 17	28,496 52	36
				1,867 35	1,867 35	37
		40 00			1,220 00	38
18,188 74		24,968 43	1,600 87	17,017 76	812,851 33	39
546 35		883 89	249 09	1,797 91	28,886 28	40
					533 47	41
89 22					3,081 29	42
\$1,146,330 26	\$11,460 42	\$1,476,444 81	\$103,998 77	\$1,222,706 86	\$97,882,640 34	

OPERATING EXPENSES,

Conducting

Name of Company.	Superin- tendence.	Engine and roundhouse- men	Fuel for locomotives.	Water supply for locomotives.
1. Abbotsford & Northeastern.....		\$2,152 41	\$2,815 02	\$34 30
2. Ahnapee & Western	\$298 68	2,896 43	5,030 80	5 47
3. Ashland, Odanah & M.....	1,452 18	6,768 02	5,034 58	608 24
4. Bayfield Transfer	300 00	3,491 00	2,995 92	91 15
5. Big Falls Ry. Co.....		5,856 02	1,336 10	
6. Chi., Milwaukee & St. Paul	423,508 44	4,064,236 28	5,326,873 33	215,273 16
7. Chicago & Northwestern ...	506,726 12	4,880,010 81	6,218,724 01	302,456 94
8. Chi., St. P., Mpls. & O.....	208,517 03	1,546,515 00	939,366 91	51,459 52
9. Chi., Burlington & Quincy..	1,084,667 90	4,565,116 08	6,049,215 12	358,436 13
10. Chicago, L. S. & Eastern.....	48,035 11	369,371 81	264,613 11	6,335 77
11. Chi., Harv. & Geneva Lake		1,562 67	4,075 77	
12. Chicago & Lake Superior....		1,145 00	2,537 67	26 00
13. Chippewa R. & Northern.....			2,237 53	
14. Chippewa V. & Northern.....		7,053 25	4,452 92	
15. Drummond & Southwestern		2,174 12	3,837 02	
16. Duluth, S. S. & Atlantic....	45,929 12	244,531 35	373,277 27	13,026 51
17. Dunbar & Wausaukee		2,090 88	4,199 47	
18. Fairchild & Northeastern..	1,530 49	3,577 22		80 46
19. Great Northern	517,073 80	2,408,667 76	4,778,881 83	164,936 92
20. Green Bay & Western.....	1,985 00	35,764 48	65,508 06	1,573 73
21. Hawthorne, Nebag. & Sup.		5,412 97	7,946 43	21 29
22. Hazelhurst & Southeastern		2,842 70	5,031 11	
23. Hillsboro & Northeastern.....			1,633 62	164 80
24. Illinois Central	769,977 17	3,907,072 16	3,845,719 66	236,255 19
25. Iola & Northern		990 61	1,183 00	
26. Kewaunee, Green Bay & W.	840 00	5,178 19	8,563 00	3 36
27. La Crosse & Southeastern.....		2,560 00		6,685 00
28. Lake Sup. Term. & Trans.	1,530 00	20,737 19	22,584 67	1,136 94
29. Laona & Northern.....		3,739 42	3,597 81	
30. Marinette, Tomahawk & W.		4,831 68	6,457 28	140 42
31. Mineral Point & Northern.....	1,500 00	5,346 50	11,211 14	47 15
32. Mpls., St. P. & S. Ste. M.	131,834 83	692,204 53	1,263,367 19	56,473 59
33. Northern Pacific	547,965 11	3,783,500 70	5,967,953 15	234,097 28
34. Northwestern Coal Ry. Co.		2,611 89	2,691 75	453 27
35. Robbins Ry. Co.....	1,500 00	3,079 18	5,469 78	
36. Stanley, Merrill & Phillips..	1,080 00	9,616 87	20,189 36	636 98
37. Whitcomb & Morris		1,390 00	225 00	
38. Wisconsin Central	106,597 82	497,204 67	708,746 05	31,580 46
39. Wisconsin & Michigan	4,218 15	15,692 99	34,877 53	1,444 84
40. Wisconsin & Northern		1,641 08	908 01	9 50
41. Wisconsin Western	508 68	4,887 41	5,749 26	251 00
Total	\$4,406,631 71	\$27,123,268 20	\$35,978,093 51	\$1,683,674 30

WHOLE LINE, 1907—Continued.

Transportation.

Oil, tallow, waste and other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, flagmen and watchmen.	Telegraph expenses	Station service.	No.
\$35 82	\$1,337 41	\$51 32			\$720 00	1
114 90	2,218 98	497 76	\$1,220 62	\$104 54	3,955 37	2
156 73	4,080 05	43 02		445 02	408 98	3
142 93	1,356 48	33 97			530 27	4
	4,795 96					5
207,572 44	2,772,058 75	584,850 23	1,834,398 06	439,619 78	3,062,153 90	6
272,847 05	3,548,825 60	720,226 59	1,979,661 51	513,084 05	3,072,563 98	7
51,752 35	690,951 20	145,175 66	326,583 92	213,835 68	630,467 84	8
248,829 91	2,740,231 75	842,524 53	2,024,707 26	1,056,701 07	3,002,783 10	9
15,894 30	83,634 75	10,076 17	428,599 29	12,312 36	94,710 08	10
269 31	5,164 90	764 38			880 08	11
69 57	480 00				480 00	12
	3,288 57					13
						14
1,110 72	14 50					15
11,444 65	186,737 46	41,741 19	72,970 13	44,936 26	117,349 93	16
500 00	1,536 61					17
1,389 00		547 00			736 11	18
159,506 79	1,572,932 80	491,977 67	853,019 77	564,668 33	1,315,423 00	19
1,425 42	24,356 44	2,569 26	8,470 45	3,176 40	24,148 06	20
351 26	3,990 99	3 73			672 90	21
308 13	3,019 80	133 80			645 32	22
38 28	1,734 45				783 00	23
232,052 29	2,413,377 93	885,317 76	1,680,559 20	777,296 39	2,771,765 71	24
57 70	900 00	100 45	547 50	36 00	426 30	25
197 67	4,955 68	757 13	1,027 15	439 91	5,119 95	26
323 80	3,120 00				1,563 69	27
1,824 80			38,782 96	968 09	4,831 94	28
171 37						29
410 14	2,814 49	113 18			1,584 70	30
594 37	3,983 70	136 22		352 38	2,822 35	31
53,501 83	556,454 90	120,277 87	128,981 57	142,152 23	367,386 91	32
224,395 74	2,436,277 97	566,920 37	1,230,475 06	865,651 30	2,155,902 24	33
148 37		14 97	5,955 32		579 30	34
						35
688 57	6,978 78	1,220 48	3,744 35	75 90	2,140 81	36
25 00						37
20,800 79	368,092 15	71,915 00	186,969 97	123,796 30	374,697 46	38
1,156 60	17,646 86	1,834 78	1,655 90	2,839 26	10,492 54	39
117 78	1,234 48	9 65			1,269 58	40
201 77	5,640 18	429 46		88 44	4,647 30	41
\$1,510,488 21	\$17,508,249 10	\$4,515,283 00	\$10,773,379 99	\$6,082,094 69	\$17,054,700 70	

OPERATING EXPENSES,

Conducting

Name of Company.	Station supplies.	Switching charges— Balance.	Car per diem and mileage— Balance.	Hire of equipment. —Balance.
1. Abbotsford & Northeastern.	\$113 00		\$183 75	
2. Ahnapee & Western	313 86		697 26	\$43 81
3. Ashland, Odanah & M.	31 30			293 20
4. Bayfield Transfer	1 20			
5. Chi., Milwaukee & St. Paul	219,079 24	\$322,058 34	374,901 98	
6. Chicago & Northwestern ...	315,531 86	506,842 15		
7. Chi., St. P., Mpls. & O.	55,809 09			
8. Chi., Burlington & Quincy.	317,204 45	801,948 49	416,561 27	48,270 87
9. Chi., Lake Shore & Eastern	4,456 39			93,589 39
10. Chi., Harv. & Geneva Lake				
11. Duluth, S. S. & Atlantic..	10,330 03	18,965 21	41,894 82	
12. Fairchild & Northeastern..	38 85		235 92	
13. Great Northern	101,392 10		293,732 74	74,603 52
14. Green Bay & Western	2,624 11			
15. Hawthorne, Nebag. & Sup.	93 15		261 06	
16. Hillsboro & Northeastern..				
17. Illinois Central	242,266 52			
18. Iola & Northern	29 47			
19. Kewaunee, Green Bay & W.	145 65	2,246 92		123 33
20. Lake Sup. Term. & Trans.	1,832 66		1,441 96	
21. Loana & Northern	26 48			
22. Marinette, Tomahawk & W.		122 00	509 76	
23. Mineral Point & Northern..	1,130 47	27 99	222 50	12 00
24. Mpls., St. P. & S. Ste. M.	20,092 49	3,357 33		7,254 34
25. Northern Pacific	177,261 74		1,043,953 23	41,204 04
26. Northwestern Coal Ry. Co.	59 16			
27. Stanley, Merrill & Phillips.	230 05		1 06	1,074 32
28. Wisconsin Central	31,159 13	6,775 10		
29. Wisconsin & Michigan	1,169 11	10,979 91		3,883 00
30. Wisconsin & Northern	48 91			
31. Wisconsin Western	288 94		4,187 65	
Total	\$1,511,827 55	\$1,673,317 53	\$2,126,804 98	\$173,870 98

¹ Credit.

WHOLE LINE, 1907—Continued.

Transportation—Continued.

Loss and damage.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.	Advertising.	Outside a. e. c. e.	No.
\$24 29	\$300 00	\$33 03				1
71 05	22 70			\$5 63		2
25 00	278 79	160 15		59 73		3
634,782 06	488,114 54	72,980 85		231,913 71	\$563,423 63	4
646,440 51	680,507 30	80,289 10	\$2,202 61	351,850 11	602,492 34	5
113,264 62	133,119 44	14,702 11		17,827 95	140,624 00	6
594,931 53	386,114 84	142,601 52		259,888 08	608,134 31	7
8,244 57	47,757 09	13,889 92				8
51 61						9
7,087 72	29,811 03	5,773 76	37,632 16	4,184 23	27,591 90	10
24 39	350 00					11
564,436 68	792,603 02	180,464 31		90,068 37	352,911 02	12
1,944 41	434 13			308 00	556 48	13
5 59				7 55		14
186 27						15
774,651 92	560,978 80	80,291 74	20,746 99	120,975 00	550,179 83	16
115 55				5 40		17
507 95	563 00			20 05		18
718 04	1,286 00				33 05	19
213 92						20
145 28	334 00	67 22		97 10		21
112,414 31	216,583 40	22,228 18	76,216 82	26,985 15	99,452 68	22
512,111 94	523,912 69	205,442 95	50,878 53	103,779 65	421,131 38	23
7 64	26 00	35 02				24
102 09		150 60		70 80		25
88,188 90	59,842 92	20,013 65		20,550 37	173,661 48	26
371 47		200 33		247 00	1,274 65	27
60				50 50		28
586 81	9 20	573 28				29
\$4,361,660 74	\$3,922,960 18	\$857,965 72	\$187,767 11	\$1,237,335 96	\$3,640,467 15	30
						31

OPERATING EXPENSES.

Name of Company.	Conducting Transportation—			
	Commissions.	Stock yards and elevators.	Rents of tracks, yards and terminals.	Rents of buildings and other property.
1. Abbotsford & Northeastern.				\$562 29
2. Ahnapee & Western				
3. Ashland, Odanah & M.				100 00
4. Bayfield Transfer				
5. Big Falls Ry. Co.				
6. Chi., Milwaukee & St. Paul		\$64,578 18	\$451,533 26	56,977 08
7. Chicago & Northwestern	\$18,318 87	62,315 59	148,968 99	20,287 35
8. Chi., St. P., Mpls & O.	2,286 87	25,754 10	126,637 81	32,686 30
9. Chi., Burlington & Quincy.			1,187,062 77	
10. Chi., Lake Shore & Eastern			508,568 23	445 60
11. Chi., Harv. & Geneva Lake			373 00	205 68
12. Chicago & Lake Superior.			28 20	
13. Chippewa R. & Northern.				
14. Chippewa V. & Northern.				
15. Drummond & Southwestern				
16. Duluth, S. S. & Atlantic.	14,896 02		49,994 87	2,072 48
17. Dunbar & Wausaukee				
18. Fairchild & Northeastern.				
19. Great Northern	6,907 09		361,087 49	10,068 37
20. Green Bay & Western			3,534 30	
21. Hawthorne, Nebag. & Sup.				
22. Hazelhurst & Southeastern.				
23. Hillsboro & Northeastern.				
24. Illinois Central	10,889 23		490,644 08	33,175 22
25. Iola & Northern				
26. Kewaunee, Green Bay & W.				108 00
27. La Crosse & Southeastern.			2,750 00	
28. Lake Sup. Term. & Trans.				
29. Laona & Northern				
30. Marathon County Ry. Co.				
31. Marinette, Tomahawk & W.				
32. Mineral Point & Northern.			3,007 02	28 75
33. Mpls., St. P. & S. Ste. M.		8,205 16	251,416 30	
34. Northern Pacific			486,127 76	6,374 72
35. Northwestern Coal Ry. Co.				
36. Roddis L. & V. Co., L. Ry.				
37. Robbins Ry. Co.				
38. Stanley, Merrill & Phillips.			600 00	300 00
39. Superior & Southeastern.				
40. Whitcomb & Morris				
41. Winona Bridge Ry. Co.				
42. Wisconsin Central				12,040 70
43. Wisconsin & Michigan	918 46		9,648 18	780 00
44. Wisconsin & Northern				
45. Wisconsin Western			269 99	
Total	\$54,151 34	\$180,851 03	\$4,015,187 06	\$176,116 48

WHOLE LINE, 1907—Continued.

Continued.		General Expenses.				No.
Stationery and printing and other expenses.	Total.	Salaries of general officers.	Salaries of clerks and attendants.	General office expenses and supplies.	Insurance.	
\$108 16	\$8,490 89	\$1,380 00			\$19 37	1
618 10	18,515 95	1,154 91			48 70	2
87 38	19,950 28		\$1,194 27	\$26 68	61 55	3
76 27	9,163 02	2,910 00	101 75	196 34		4
	11,988 06					5
342,938 75	22,782,164 15	282,645 60	479,606 06	43,491 14	163,665 39	6
344,047 80	26,103,379 33	276,861 37	414,712 84	144,600 53	26,883 21	7
84,231 68	5,551,548 88	102,573 85	89,146 21	14,510 94	21,424 86	8
264,670 74	27,273,604 58	406,844 22	808,986 54	106,071 71	237,349 67	9
11,096 57	2,015,600 11	15,149 88	13,889 73	7,749 40	5,724 49	10
415 90	13,803 30	1,200 00	786 30		864 86	11
	4,765 44	1,800 00		55 86		12
	5,626 10				100 13	13
	11,506 17					14
	7,186 36		200 00			15
18,183 45	1,420,227 15	24,444 99	31,341 10	4,194 89	8,503 31	16
2,458 03	10,768 99	1,700 00				17
268 00	8,827 44	1,650 00				18
149,440 17	15,943,882 15	174,889 89	383,118 19	73,918 70	170,615 42	19
2,606 71	181,008 10	11,400 00	6,041 25	420 12	2,575 04	20
	18,767 22				318 00	21
	11,980 86				94 65	22
	4,541 42				46 00	23
552,279 79	20,904,440 71	231,417 33	424,088 99	92,880 18	121,566 70	24
80 49	4,452 47				27 00	25
635 10	31,499 03	3,800 00	1,710 00		651 35	26
	17,012 49	6,340 00	2,750 00	1,200 00		27
527 79	98,181 12	660 00	3,199 99		651 00	28
	7,534 68	1,200 00	900 00	63 24	530 81	29
7,053 62	7,053 62					30
	17,197 67	1,800 00	660 00	2,263 68	785 47	31
518 28	31,586 32	3,750 00	1,331 66	433 62	286 41	32
67,148 69	4,423,994 41	66,894 47	71,226 90	20,994 76	28,220 76	33
183,668 80	21,810,916 35	239,526 38	350,947 87	63,811 58	144,074 69	34
	12,587 69	1,500 00			470 87	35
5,105 67	5,105 67					36
	10,043 96					37
367 02	49,247 04	3,000 00	1,200 00	340 96	2,490 50	38
13,421 21	13,421 21					39
	1,510 00	200 00				40
		300 00		77 50		41
22,473 48	2,986,142 35	51,591 47	66,406 31	19,847 51	3,000 00	42
2,582 08	123,402 89	2,445 00	2,985 62	1,816 41	2,865 01	43
606 07	5,626 13	1,514 28	507 35	424 90	143 39	44
238 56	28,547 84					45
\$2,077,915 46	\$1,865,983 26	\$1,922,543 64	\$3,156,898 96	\$599,395 60	\$664,115 61	

OPERATING EXPENSES.

General Expenses—Continued.				
Name of Company.	Law expenses.	Stationery and printing (general offices.)	Other expenses.	Total.
1. Abbotsford & Northeastern.....		\$9 00	\$3 50	\$1,411 87
2. Ahnapee & Western.....		12 85	124 78	1,341 22
3. Ashland, Odanah & M.....	\$110 00	281 49	887 61	2,501 55
5. Bayfield Transfer.....		10 60		3,218 00
6. Big Falls Ry. Co.....				
6. Chi., Milwaukee & St. Paul.....	88,689 64	79,472 26	117,779 23	1,250,349 31
7. Chicago & Northwestern....	88,829 49	44,125 96	184,448 56	1,180,461 96
8. Chi., St. P., Mpls. & O.....	11,881 80	5,175 39	14,270 23	256,983 40
9. Chi., Burlington & Quincy.....	272,615 43	75,313 80	122,087 25	2,049,568 71
10. Chi., Lake Shore & Eastern.....	6,704 80	1,291 83	5,681 20	56,191 42
11. Chi., Harv. & Geneva Lake.....		86 25	136 11	3,073 52
12. Chicago & Lake Superior.....		71 64		1,927 50
13. Chippewa R. & Northern.....				160 13
14. Chippewa V. & Northern.....				
15. Drummond & Southwestern.....			5 90	235 90
16. Duluth, S. S. & Atlantic.....	7,307 13	3,011 33	2,550 68	81,353 41
17. Dunbar & Wausaukee.....				1,709 00
18. Fairchild & Northeastern.....		101 08	100 00	1,851 08
19. Great Northern.....	116,835 41	47,435 73	26,336 81	996,150 20
20. Green Bay & Western.....	1,143 90	228 04	5,969 38	27,677 73
21. Hawthorne, Nebag. & Sup.....		8 61		326 61
22. Hazelhurst & Southeastern.....		75 05		169 70
23. Hillsboro & Northeastern.....			125 21	170 21
24. Illinois Central.....	164,736 35	47,756 72	131,384 43	1,213,929 70
25. Iowa & Northern.....		2 25	95 00	124 25
26. Kewaunee, Green Bay & W.....	43 00	33 50	1,914 43	8,152 28
27. La Crosse & Southeastern.....		1,200 00	155 60	11,645 00
28. Lake Sup. Term. & Trans.....	1,136 42	58 64	446 70	6,152 75
29. Laona & Northern.....			4 74	2,003 79
30. Marathon County Ry. Co.....				
31. Marinette, Tomahawk & W.....	71 80	513 81		6,004 26
32. Mineral Point & Northern.....	43 04	212 44	30 05	0,086 17
33. Mpls. St. P. & S. Ste. M.....	39,947 55	6,936 89	4,246 40	238,467 73
34. Northern Pacific.....	111,748 58	50,000 99	101,247 20	1,070,357 29
35. Northwestern Coal Ry. Co.....	15 54	8 00	315 14	2,309 55
36. Roddis L. & V. Co., L. Ry.....				
37. Robbins Ry. Co.....				
38. Stanley, Merrill & Phillips.....		109 44	38 97	7,179 87
39. Superior & Southeastern.....			5,068 26	5,068 26
40. Whitcomb & Morris.....				200 00
41. Winona Bridge Ry. Co.....			4 50	382 00
42. Wisconsin Central.....	33,301 80	19,680 49	21,278 61	215,056 19
43. Wisconsin & Michigan.....	556 27	866 36		11,484 67
44. Wisconsin & Northern.....	50 00	85 82	8 00	2,733 74
45. Wisconsin Western.....	25			25
Total.....	\$941,067 88	\$393,126 40	\$748,644 39	\$9,725,782 47

WHOLE LINE, 1907—Continued.

Recapitulation of Expenses.						No.
Mainten- ance of way and structures.	Mainten- ance of equipment.	Conducting transporta- tion.	General expenses.	Grand total.	Percent- age of operat- ing ex- penses to earnings.	
\$10,065 36	\$1,824 70	\$8,490 89	\$1,411 87	\$22,802 82	64.76	1
16,495 11	5,824 02	18,515 95	1,341 22	42,176 29	56.12	2
15,426 34	9,099 61	19,950 22	2,561 55	47,036 72	77.00	3
12,339 56	1,840 95	9,163 62	3,218 69	26,623 14	147.41	4
		11,984 08		11,988 09	104.59	5
6,777,835 60	8,580,757 08	22,732,408 15	1,250,349 31	39,400,410 14	65.07	6
8,831,610 58	8,673,573 46	26,103,379 33	1,180,461 96	44,789,025 33	65.08	7
1,758,375 54	1,602,207 06	5,551,548 88	258,983 40	9,171,115 81	65.31	8
13,853,648 55	15,007,673 15	27,273,604 58	2,049,568 71	58,184,494 99	71.21	9
246,041 73	618,103 92	2,015,669 11	56,191 42	2,966,006 18	60.48	10
3,644 24	1,402 24	13,903 30	3,073 52	21,923 30	77.88	11
1,262 27	62 45	4,765 44	1,927 50	8,017 66	131.86	12
4,106 12	628 09	5,526 10	160 13	10,420 44	130.72	13
	3,163 07	11,506 17		14,669 24	71.96	14
11,129 74	5,670 44	7,186 36	205 90	24,192 44	95.41	15
517,525 70	301,751 63	1,420,227 15	81,353 41	2,320,897 89	70.06	16
4,015 67	483 60	10,736 99	1,700 00	16,966 26	60.38	17
8,176 41	2,482 06	8,827 44	1,851 08	21,337 99	113.00	18
7,264,207 34	5,343,566 61	15,843,882 15	995,150 20	29,446,866 30	58.66	19
138,566 91	55,846 82	181,003 10	27,677 73	408,094 56	62.63	20
2,677 22	7,024 67	13,767 22	326 61	28,796 72	55.02	21
4,346 34	2,438 66	11,980 86	169 70	18,965 56	78.85	22
2,727 86	684 21	4,541 42	170 21	8,123 72	67.03	23
6,824,362 26	9,500,006 84	20,904,440 71	1,213,829 70	38,538,639 51	67.26	24
697 54	290 21	4,452 47	124 26	5,543 47	75.79	25
33,564 02	12,573 06	31,492 03	8,152 28	85,731 41	62.06	26
7,347 18	6,997 92	17,012 49	11,645 60	45,006 19	46.33	27
14,088 99	11,620 31	98,181 12	6,152 75	130,043 17	432.96	28
1,471 41	2,636 55	7,534 56	2,603 79	14,246 33	74.00	29
4,546 39		7,053 62		11,600 01	111.60	30
17,939 93	5,184 36	17,197 57	6,094 26	46,416 12	68.90	31
8,066 41	7,482 74	31,545 32	6,066 17	53,210 64	69.00	32
1,495,147 09	1,440,085 97	4,423,894 41	238,467 73	7,597,595 20	58.68	33
9,060,525 75	5,651,128 73	21,810,916 35	1,070,357 29	37,601,938 12	54.94	34
4,367 36	3,396 17	12,597 69	2,309 56	22,660 77	89.48	35
833 75	794 02	5,105 67		6,728 44	100.00	36
7,094 12	2,445 88	10,048 96		20,488 96	88.93	37
28,727 42	28,486 52	49,247 04	7,179 87	113,640 85	78.64	38
11,529 53	1,897 85	13,421 21	5,069 26	31,899 35	76.72	39
1,225 00	1,230 00	1,510 00	200 00	4,195 00	145.99	40
2,466 35			382 00	2,851 35	9.60	41
843,192 14	812,851 33	2,925,142 35	215,066 19	4,796,242 01	62.77	42
25,912 03	28,888 28	123,402 89	11,484 67	189,687 87	62.10	43
1,809 08	533 47	5,626 13	2,733 74	10,702 42	151.00	44
20,924 01	2,031 29	28,547 84	25	52,408 39	70.29	45
\$97,910,553 99	\$57,862,640 84	\$151,865,983 26	\$8,725,782 47	\$276,384 980 06		

OPERATING EXPENSES—

Of Roads Operating in Wisconsin, as Reported to the
Maintenance of

Name of Company.	Repairs of roadway.	Renewals of rails.	Renewals of ties.	Repairs of bridges and culverts.
1. Abbottsford & Northeastern	\$5,548 69	\$2,014 99	\$1,610 77	\$1,322 57
2. Abnapee & Western	9,696 68		1,698 30	1,131 58
3. Ash., Odanah & Marengo	3,553 57	119 37	624 35	108 81
4. Bayfield Transfer	10,581 74		1,723 75	21 36
5. Chi., Mil. & St. P.	880,018 18	91,899 17	147,136 26	104,287 02
6. Chicago & Northwestern ¹	1,292,059 96	132,070 08	297,621 98	201,338 69
7. Chi., St. P., Mpls. & O. ¹				
8. Chi., L. Shore & Eastern	6,709 58	189 45	2,166 70	
9. Chi., Harv. & Geneva Lake	1,493 83			
10. Chicago & Lake Superior	872 65		301 60	
11. Chippewa River & Northern	3,872 32	56 35		
12. Drummond & Southwestern	9,661 94		1,182 6	202 63
13. Dul., South Shore & Atl.	56,747 06		6,430 81	4,543 53
14. Dunbar & Wausaukee				
15. Fairchild & Northeastern	7,236 33		500 00	
16. Great Northern	181,101 06	4,973 97	12,772 48	39,340 28
17. Green Bay & Western	61,871 43	\$2,000 00	\$2,000 00	3,090 81
18. Hawthorne, Nebag. & Sup.	2,465 52	75 80	105 60	12 30
19. Hazelhurst & Southeastern	3,557 24			573 04
20. Hillsboro & Northeastern	2,610 32			
21. Illinois Central	26,391 13	106 11	954 06	3,433 73
22. Iola & Northern	391 56		266 90	
23. Kewaunee, G. B. & West.	10,969 34	12,000 00	6,000 00	2,994 44
24. La Crosse & Southeastern	7,347 15			
25. Lake Sup., Term. & Trans.	8,918 25	628 73	2,815 69	
26. Laona & Northern	1,471 41			
27. Marathon County Ry. Co.	4,546 36			
28. Marinette, Tomahawk & W.	10,003 61	\$952 06	442 44	7,729 19
29. Mineral Point & Northern	5,892 77			91 00
30. Mpls., St. P. & S. Ste. M.	131,540 16		48,877 17	37,417 79
31. Northern Pacific	69,452 55	\$76 11	23,890 14	19,599 77
32. Northwestern Coal Ry. Co.	2,979 66	\$13 60	1,161 14	82 43
33. Roddis Lumber & Veneer Co., Logging Ry.	883 75			
34. Robbins Ry. Co.				
35. Stanley, Merrill & Phillips	24,603 21	\$8 25	1,789 12	923 09
36. Superior & Southeastern				
37. Whitcomb & Morris	975 00	250 00		
38. Winona Bridge Ry. Co.	50 07			1,244 54
39. Wisconsin Central	333,944 84	29,434 22	106,330 07	100,760 31
40. Wisconsin & Michigan	13,575 02		2,032 18	233 72
41. Wisconsin & Northern	1,809 08			
42. Wisconsin Western	7,031 11	147 13	4,695 55	1,839 75
Total	\$3,186,303 18	\$304,075 32	\$672,161 97	\$690,353 50

¹ Proportional.² Credit.

REPORT OF THE RAILROAD COMMISSION.

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WISCONSIN, 1907.

Railroad Commission for the Year Ending June 30, 1907.

Way and Structures.

Repairs of fences, road crossings, signs and cattle guards.	Repairs of buildings and fixtures.	Repairs of dock and wharves.	Repairs of telegraph.	Other expenses.	Total.	No.
\$36 02	\$81 88		\$0 50		\$10,695 36	1
37 06	940 00	\$2,926 70		\$124 75	16,495 10	2
	288 50			8,735 74	15,425 34	3
4 00	68 73				12,399 58	4
48,122 55	212,799 49	6,581 36	13,789 69	256,737 60	1,831,371 18	5
55,321 82	178,587 85	100,869 42	10,388 73	3,797 97	2,242,021 35	6
				866,527 47	866,527 47	7
	775 18			3 45	9,344 36	8
	130 49		197 80		1,822 12	9
				89 02	1,262 27	10
				77 45	4,106 12	11
				82 52	11,189 74	12
996 96	5,152 65	1,925 81	412 08	89 94	75,291 81	13
				4,015 67	4,015 67	14
	248 86			189 22	8,176 41	15
442 50	22,477 57	13,091 69	919 73	161 59	274,273 87	16
893 53	6,346 11		722 99	1,042 04	138,566 91	17
	18 00				2,677 22	18
	216 06				4,346 34	19
	117 56				2,727 88	20
3,065 98	4,813 75		\$317 51	462 56	38,959 50	21
				9 08	667 54	22
126 91	1,240 87		101 75	130 71	33,564 02	23
					7,347 18	24
451 43	1,216 24			58 65	14,088 99	25
					1,471 41	26
					4,546 39	27
*12 16	737 94				17,939 93	28
90 70	1,840 20		155 22	16 56	8,056 41	29
2,801 02	27,740 99		14,566 00	382 22	263,326 35	30
978 96	5,171 08		1,083 18	97 15	119,186 70	31
	255 70				4,397 36	32
					833 75	33
				7,994 12	7,994 12	34
246 63	553 62		634 49		28,727 42	35
				11,529 53	11,529 53	36
					1,225 00	37
					1,294 61	38
17,984 23	92,069 98	15,433 84	4,177 79	27,215 00	724,350 88	39
74 39	2,459 47	1,101 09	497 96	93 97	20,107 73	40
					1,809 08	41
1,994 98	1,587 42			3,557 82	20,824 01	42
\$130,677 39	\$567,926 13	\$141,929 78	\$47,268 35	\$1,190,184 30	\$6,865,393 01	

OPERATING EXPENSES—

Maintenance

Name of company.	Superior ten. ence.	Repairs and renewals of locomotive.	Repairs and renewals of passenger cars.
1. Abbotsford & Northeastern.....		\$123 59	\$1,504 02
2. Ahnapee & Western.....		1,744 16	1,848 56
3. Ashland, Odanah & Marengo.....		5,509 71	
4. Bayfield Transfer.....		287 58	1 55
5. Chicago, Milwaukee & St. Paul.....	\$29,278 58	700,073 96	224,011 88
6. Chicago & Northwestern, ¹	45,440 11	607,948 05	158,072 89
7. Chl., St. Paul, Minneapolis & Omaha, ¹			
8. Chicago, Lake Shore & Eastern.....	223 95	3,162 44	
9. Chicago, Harvard & Geneva Lake.....			513 07
10. Chicago & Lake Superior.....		62 45	
11. Chippewa River & Northern.....			
12. Chippewa Valley & Northern.....			
13. Drummond & Southwestern.....		3,432 49	
14. Duluth, South Shore & Atlantic.....	1,723 45	14,978 34	5,410 31
15. Dunbar & Wausaukee.....			
16. Fairchild & Northeastern.....		1,812 58	
17. Great Northern.....	1,223 13	26,231 25	5,564 74
18. Green Bay & Western.....	1,830 00	13,794 18	3,913 07
19. Hawthorne, Nebagamon & Superior.....		1,561 89	
20. Hazelhurst & Southeastern.....		937 24	50 06
21. Hillsboro & Northeastern.....		526 72	
22. Illinois Central.....	1,565 43	8,618 37	2,557 67
23. Iola & Northern.....		215 78	79 64
24. Kewaunee, Green Bay & Western.....	600 00	7,202 23	1,173 17
25. La Crosse & Southeastern.....			
26. Lake Superior Terminal & Transfer.....	170 00	7,931 78	
27. Laona & Northern.....		1,324 32	
28. Marinette, Tomahawk & Western.....		3,616 05	276 60
29. Mineral Point & Northern.....	772 06	6,194 02	80 31
30. Minneapolis, St. Paul & Sault Ste. M.	1,179 03	101,319 12	26,523 64
31. Northern Pacific.....	3,715 95	49,461 76	4,983 63
32. Northwestern Coal Ry. Co.....		3,396 17	
33. Roddis Lumber & Veneer Co., Logging Ry.....			
34. Robbins Ry. Co.....			
35. Stanley Merrill & Phillips.....		12,187 91	614 87
36. Superior & Southeastern.....			
37. Whitcomb & Morris.....		1,160 00	
38. Wisconsin Central.....	12,124 92	240,907 58	76,789 34
39. Wisconsin & Michigan.....	1,700 73	7,525 62	1,420 11
40. Wisconsin & Northern.....	40 88	234 63	3 33
41. Wisconsin Western.....		512 29	986 32
Total.....	\$101,618 22	\$1,833,993 36	\$517,230 07

¹ Proportional.

WISCONSIN, 1907—Continued.

of Equipment.

Repairs and renewals of freight cars	Repairs and renewals of work cars.	Repairs and renewals of shop machinery and tools	Stationery and printing.	Other expenses	Total.	No.
\$194 45	\$2 64				\$1,824 70	1
2,187 20			\$44 10		5,824 02	2
3,131 76	364 25	\$59 34		\$25 55	9,099 61	3
1,551 82					1,840 95	4
1,217,477 02	19,823 93	60,773 41	4,272 61	64,340 37	2,320,952 36	5
1,226,200 77	21,801 34	53,480 54	4,073 18	84,206 69	2,201,901 54	6
				780,538 09	780,538 09	7
4,437 12				247 05	8,070 56	8
		39 63		147 82	701 12	9
					62 45	10
628 09					628 09	11
3,163 07					3,163 07	12
2,237 95					5,670 44	13
18,065 94	902 94	1,239 23	101 33	1,478 50	43,900 09	14
				483 60	483 60	15
520 38			50 00	100 00	2,482 96	16
41,853 31	3,239 04	1,655 03	125 59	485 11	80,376 30	17
20,955 38	1,897 19	2,353 32	416 26	10,087 42	55,846 82	18
5,462 78					7,024 67	19
1,450 76					2,438 66	20
			74 31	83 18	684 21	21
10,971 28	581 68	2,109 10	154 17	1,930 33	28,518 03	22
			3 79		299 21	23
3,549 11			48 57		12,573 06	24
				6,997 92	6,997 92	25
3,334 80		125 08	38 65		11,620 31	26
1,219 35				92 88	2,630 55	27
645 74		645 88			5,184 36	28
235 64		200 71			7,482 74	29
125,050 42	4,368 89	8,042 32	554 89	6,581 32	273,649 63	30
19,342 16	473 53	2,425 93	65 32	417 85	80,886 03	31
					3,396 17	32
				784 02	784 02	33
				2,445 88	2,445 88	34
13,500 36	1,638 90	219 31		265 17	28,486 52	35
				1,867 35	1,867 35	36
30 00		40 00			1,230 00	37
309,105 63	15,473 12	21,258 46	1,361 49	14,476 97	691,492 51	38
9,072 51	423 96	665 90	193 29	1,306 18	22,417 30	39
254 63					533 47	40
1,444 40	88 22				3,031 29	41
\$3,047,343 43	\$71,108 69	\$155,367 09	\$12,197 60	\$689,168 22	\$6,729,076 63	

OPERATING EXPENSES—

Conducting

Name of Company.	Superinten- ence.	Engine and roundhouse men.	Fuel for locomo- tives.	Water supply for locomotives.
1. Abbotsford & Northeastern		\$2,152 41	\$3,315 02	\$34 30
2. Ahnapee & Western	\$296 68	2,606 43	5,630 80	5 47
3. Ash., Odanah & Marengo	1,452 18	6,766 02	5,084 53	608 24
4. Bayfield Transfer	360 00	3,491 00	2,905 92	91 15
5. Big Falls Ry. Co.		5,956 02	1,336 10	
6. Chi., Mil. & St. P.	114,430 63	1,008,156 37	1,438,996 93	58,166 81
7. Chicago & Northwestern, ¹ ..	128,385 02	1,238,855 40	1,578,705 48	78,782 70
8. Chi., L. Shore & Eastern ..	780 00	11,524 05	11,204 13	180 29
9. Chi., Harv. & Geneva Lake ..		731 33	2,087 89	
10. Chicago & Lake Superior ..		1,145 00	2,537 67	25 00
11. Chippewa River & Northern ..			2,237 53	
12. Chippewa Val. & Northern ..		7,063 25	4,452 92	
13. Drummond & Southwestern ..		2,174 12	3,887 02	
14. Dul., South Shore & Atl.	6,681 96	35,575 45	54,305 95	1,895 15
15. Dunbar & Wausaukee		2,060 88	4,199 47	
16. Fairchild & Northeastern ..		1,580 49	3,577 22	80 46
17. Great Northern	7,988 66	34,124 47	60,401 86	4,399 61
18. Green Bay & Western	1,985 00	35,764 48	65,508 06	1,573 73
19. Hawthorne, Nebag. & Sup.		5,412 97	7,946 43	21 29
20. Hazelhurst & Southeastern ..		2,842 70	5,031 11	
21. Hillsboro & Northeastern ..			1,632 62	164 80
22. Illinois Central	3,237 78	15,474 06	14,521 47	1,520 15
23. Iola & Northern		990 61	1,183 00	
24. Kewaunee, G. B. & West.	840 00	5,178 19	8,563 00	3 35
25. La Crosse & Southeastern ..		2,560 00		6,665 00
26. L. Sup., Term. & Trans.	1,530 00	20,727 19	22,534 67	1,136 94
27. Laona & Northern		3,739 42	3,597 31	
28. Marinette, Tomahawk & W.		4,831 68	6,457 25	140 42
29. Mineral Point & Northern ..	1,500 00	5,346 50	11,211 14	47 15
30. Mpls., St. P., & S. Ste. M.	21,490 48	124,886 94	159,373 35	10,413 98
31. Northern Pacific	3,857 61	58,196 01	78,625 10	4,707 78
32. Northwestern Coal Ry. Co.		2,611 89	2,601 75	453 27
33. Robbins Ry. Co.	1,500 00	3,079 18	5,469 78	
34. Stanley, Merrill & Phillips ..	1,060 00	9,616 87	20,169 39	626 98
35. Whitcomb & Morris		1,290 00	225 00	
36. Wisconsin Central	90,932 74	423,048 43	602,929 43	26,865 56
37. Wisconsin & Michigan	3,273 28	12,177 76	27,065 20	1,121 20
38. Wisconsin & Northern		1,641 05	808 01	9 50
39. Wisconsin Western	506 68	4,857 41	5,749 25	251 00
Total	\$396,893 70	\$3,197,746 02	\$4,233,447 76	\$197,971 23

¹ Proportional.

WISCONSIN, 1907—Continued.

Transportation.

Oil, tallow, waste and all other supplies for locomotives.	Train service.	Train supplies and expenses.	Switchmen, flagmen, and watchmen.	Telegraph expenses.	Station service.	No.
\$35 82	\$1,357 41	\$51 32			\$720 00	1
114 90	2,218 98	497 76	\$1,220 62	\$104 54	3,955 37	2
156 73	4,080 68	43 02		445 02	408 96	3
142 93	1,356 48	33 97			530 27	4
	4,795 96					5
56,086 06	749,010 27	158,026 53	495,654 36	118,785 27	835,499 98	6
69,265 84	900,916 40	182,839 06	502,563 30	206,412 16	780,011 07	7
277 46	60 06		20,430 45		3,761 65	8
134 66	2,582 45	382 19			430 04	9
69 57	480 00				480 00	10
	3,286 57					11
						12
1,110 72	14 50					13
1,665 01	27,167 35	6,072 68	10,616 00	6,537 51	17,072 56	14
500 00	1,538 61					15
	1,389 00	547 00			786 11	16
2,040 96	19,926 13	5,666 07	76,706 82	9,244 59	110,561 97	17
1,425 42	24,356 44	2,589 26	8,470 45	3,176 40	24,148 06	18
351 26	3,990 99	3 73			672 90	19
308 13	3,019 80	183 80			845 32	20
38 22	1,736 45				783 00	21
814 42	13,018 98	5,468 40	79 37	5,429 05	11,753 50	22
57 70	900 00	100 45	547 50	36 00	426 30	23
197 67	4,965 68	757 13	1,027 15	439 61	5,119 95	24
323 80	3,120 00				1,563 69	25
1,824 80			38,782 96	983 06	4,881 94	26
171 37						27
410 14	2,814 49	113 18			1,684 70	28
564 37	3,963 70	136 22		352 33	2,822 35	29
9,809 10	98,774 35	19,571 40	6,518 78	23,269 00	45,601 97	30
3,940 20	24,411 99	6,029 29	12,718 25	12,359 72	34,695 97	31
143 37		14 97	5,965 32		579 30	32
						33
689 57	6,978 78	1,220 48	8,744 35	75 90	2,140 81	34
26 00						35
17,665 21	313,136 02	61,178 09	159,046 84	106,815 26	318,721 17	36
897 52	18,693 96	1,423 79	1,294 98	1,614 49	8,143 21	37
117 78	1,234 48	9 66			1,299 58	38
201 77	5,640 18	429 46		86 44	4,647 30	39
\$171,641 61	\$2,245,949 14	\$452,838 90	\$1,344,367 50	\$404,858 73	\$2,224,459 02	

OPERATING EXPENSES—

Conducting

Name of Company.	Station supplies.	Switching charges— balance.	Car per diem and mileage— balance.	Hire of equipment— balance.
1. Abbotsford & Northeastern..	\$113 09		\$133 75	
2. Ahnapee & Western	313 86		697 26	\$43 81
3. Ash., Odanah & Marengo ..	31 30			293 20
4. Bayfield Transfer	1 20			
5. Chi., Mil. & St. P.	59,195 21	\$37,020 16	101,298 52	
6. Chicago & Northwestern, ¹ ..	80,101 94	128,068 59		
7. Chi., L. Shore & Eastern..	12 49			
8. Chi., Harv. & Geneva Lake.				
9. Dul., South Shore & Atl.	1,502 85	2,759 14	6,005 03	
10. Fairchild & Northeastern ..	38 85		235 92	
11. Great Northern	5,659 80	8,627 23	4,078 56	2,588 09
12. Green Bay & Western	2,624 11			
13. Hawthorne, Nebag. & Sup.	93 15		251 06	
14. Hillsboro & Northeastern ..				
15. Illinois Central	1,219 04		4,745 60	
16. Iola & Northern	29 47			
17. Kewaunee, G. B. & W.	145 65	2,246 92		183 33
18. Lake Sup., Term. & Trans.	1,882 69		1,441 96	
19. Laona & Northern	26 43			
20. Marinette, Tomahawk & W.		122 00	509 76	
21. Mineral Point & Northern..	1,130 47	27 96	222 50	12 90
22. Mpls., St. P. & St. Ste. M.	5,119 88	315 47		1,167 34
23. Northern Pacific	1,951 87		12,944 57	474 39
24. Northwestern Coal Ry. Co. ..	59 16			
25. Stanley, Merrill & Phillips.	230 05		1 08	1,074 32
26. Wisconsin Central	26,507 09	5,763 65		
27. Wisconsin & Michigan	907 23	8,520 41		3,013 21
28. Wisconsin & Northern	46 91			
29. Wisconsin Western	268 94		4,187 65	
Total	\$180,232 87	\$244,071 56	\$136,908 22	\$8,890 59

¹ Proportional.

WISCONSIN, 1907—Continued.

Transportation—Continued.

Loss and damage.	Injuries to persons	Clearing wrecks.	Operating marine equipment.	Advertising.	Outside agencies.	No.
\$24 29	\$300 00	\$33 03	.....	.....	.....	1
71 05	22 70	.....	.....	\$5 62	.....	2
.....	279 79	169 15	.....	.....	.....	3
25 00	.....	.....	.....	59 73	.....	4
171,518 12	131,888 55	19,705 92	.....	62,663 06	\$152,237 12	5
164,109 77	172,778 64	22,607 22	\$562 01	89,321 81	152,950 06	6
.....	.....	.....	.....	.....	.....	7
25 81	.....	.....	.....	.....	.....	8
1,031 15	4,337 12	839 99	5,474 89	600 01	4,014 19	9
24 39	350 00	.....	.....	.....	.....	10
6,368 85	17,692 33	4,447 96	.....	1,037 65	5,139 07	11
1,944 41	434 13	.....	.....	303 60	556 48	12
5 59	.....	.....	.....	7 85	.....	13
186 27	.....	.....	.....	.....	.....	14
2,605 36	1,197 77	159 97	.....	663 58	1,420 82	15
115 55	.....	.....	.....	5 40	.....	16
507 95	563 00	.....	.....	20 05	.....	17
718 04	1,226 00	.....	.....	.....	33 05	18
.....	.....	.....	.....	.....	.....	19
213 92	.....	.....	.....	.....	.....	20
145 28	334 00	87 22	.....	97 10	.....	21
14,370 61	33,337 37	2,838 18	.....	4,109 26	15,155 81	22
3,130 96	11,719 52	729 34	.....	1,792 44	6,151 01	23
7 64	26 00	35 02	.....	.....	.....	24
102 06	.....	159 60	.....	70 80	.....	25
75,018 02	50,906 36	17,025 57	.....	17,482 25	147,733 89	26
288 26	.....	155 46	.....	191 67	969 13	27
60	.....	.....	.....	50 50	.....	28
586 81	9 20	573 28	.....	.....	.....	29
\$443,145 79	\$427,393 54	\$69,706 91	\$6,056 90	\$178,482 40	\$486,381 23	

OPERATING EXPENSES—

Name of Company.	Conducting Transporta-			
	Commi- sions.	Stock yards and elevators.	Rents of tracks, yards and terminals.	Ren's of build ngs and other property.
1. Abbotsford & Northeastern				\$562 29
2. Ahnapee & Western				
3. Ash., Odanah & Marengo				100 00
4. Bayfield Transfer				
5. Big Falls Ry. Co.				
6. Chi., Mil., & St. P.		\$17,449 48	\$122,004 29	15,369 17
7. Chicago & Northwestern, L.	\$4,650 49	15,819 64	37,817 75	5,142 60
8. Chi., St. P., Mpls. & O. ¹ ..				
9. Chi., L. Shore & Eastern ..				
10. Chi., Harv. & Geneva Lake ..			186 50	132 84
11. Chicago & Lake Superior ..			28 20	
12. Chippewa River & Northern ..				
13. Chippewa Val. & Northern ..				
14. Drummond & Southwestern ..				
15. Dul., South Shore & Atl.	2,165 68		15,745 58	301 52
16. Dunbar & Wausaukee				
17. Fairchild & Northeastern ..				
18. Great Northern	104 33		23,900 98	172 84
19. Green Bay & Western			3,534 30	
20. Hawthorne, Nebag. & Sup.				
21. Hazelhurst & Southeastern ..				
22. Hillsboro & Northeastern ..				
23. Illinois Central	17 93			35 33
24. Iola & Northern				
25. Kewaunee, G. B. & West.				108 00
26. La Crosse & Southeastern ..			2,750 00	
27. Lake Sup., Term. & Trans.				
28. Laona & Northern				
29. Marathon County Ry. Co.				
30. Marinette, Tomahawk & W.				
31. Mineral Point & Northern ..			3,007 02	23 75
32. Mpls., St. P. & S. Ste. M.				135 98
33. Northern Pacific			47,394 91	230 50
34. Northwestern Coal Ry. Co.				
35. Roddis Lumber & Veneer Co., Logging Ry.				
36. Robbins Ry. Co.				
37. Stanley, Merrill & Phillips ..			600 00	300 00
38. Superior & Southeastern ..				
39. Whitcomb & Morris				
40. Winona Bridge Ry. Co.				
41. Wisconsin Central				10,242 98
42. Wisconsin & Michigan	708 84		7,489 07	606 28
43. Wisconsin & Northern				
44. Wisconsin Western			250 92	
Total	\$7,647 27	\$33,268 19	\$265,133 97	\$33,467 53

¹ Proportional.

REPORT OF THE RAILROAD COMMISSION.

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WISCONSIN, 1907—Continued.

tio —Concluded.		General Expenses.				No.
Stationery, printing and other expenses.	Total.	Salaries of general officers.	Salaries of clerks and attendants.	General office ex- penses and supplies.	Insurance.	
\$108 16	\$8,490 89	\$1,380 00			\$19 37	1
618 10	18,515 95	1,154 91			48 70	2
87 38	19,950 22		\$1,194 27	\$26 68	61 55	3
76 27	9,163 92	2,910 00	101 75	196 34		4
	11,988 08					5
92,662 05	6,155,882 90	76,370 84	129,589 59	11,751 31	\$4,222 39	6
87,841 12	6,626,666 67	70,284 93	106,280 35	86,708 76	6,824 66	7
2,736,803 29	2,735,803 29					8
3 40	43,212 96	383 29	351 41	196 06	144 83	9
207 95	6,901 66	600 00	398 15		432 43	10
	4,765 44	1,800 00		55 86		11
	5,526 10				160 13	12
	11,506 17					13
	7,186 36		200 00			14
2,646 14	215,102 91	3,559 36	4,659 64	610 29	1,397 10	15
2,458 08	10,786 99	1,700 00				16
268 00	8,827 44	1,650 00				17
2,074 83	412,983 56	2,477 65	5,598 67	1,117 67	3,000 42	18
2,608 71	181,003 10	11,400 00	6,041 26	420 12	2,575 04	19
	18,767 22				318 00	20
	11,960 86				94 65	21
	4,541 42				45 00	22
1,567 80	84,940 87	653 40	173 00	249 90	834 72	23
60 49	4,462 47				27 00	24
635 10	31,492 03	3,800 00	1,710 00		661 35	25
	17,012 49	6,340 00	2,750 00	1,200 00		26
587 79	98,181 12	680 00	3,199 99		661 00	27
	7,534 58	1,200 00	300 00	68 24	530 81	28
7,058 62	7,053 62					29
	17,197 57	1,800 00	600 00	2,263 65	735 47	30
618 28	31,585 32	3,750 00	1,331 66	433 62	255 41	31
10,376 18	606,224 34	10,213 91	10,868 90	3,195 37	4,572 53	32
2,418 69	330,950 18	3,490 52	4,924 88	907 16	2,062 78	33
	12,587 69	1,500 00			470 87	34
5,106 67	5,106 67					35
	10,048 96					36
367 02	49,247 04	3,000 00	1,200 00	340 96	2,490 50	37
13,421 21	13,421 21					38
	1,510 00	300 00				39
		157 28			40 68	40
19,118 27	2,488,418 83	43,869 33	56,491 90	16,864 21	2,562 10	41
2,008 69	96,790 64	1,897 33	2,278 04	1,409 53	2,223 24	42
608 07	5,626 13	1,514 26	507 36	424 90	143 39	43
238 55	28,547 84					44
\$2,990,982 86	\$20,480,414 73	\$259,733 63	\$340,197 77	\$78,453 61	\$77,536 07	

OPERATING EXPENSES—

Name of Company.	General Expenses (Concluded.)			
	Law expenses.	Stationery and printing (general offices.)	Other expenses.	Total.
1. Abbotsford & Northeastern		\$9 00	\$3 54	\$1,411 87
2. Ahnapee & Western		12 85	124 76	1,341 22
3. Ash., Odanah & Marengo..	\$110 00	281 49	887 61	2,561 55
4. Bayfield Transfer		10 60		3,218 69
5. Big Falls Ry. Co.				
6. Chi., Mil. & St. P.	22,012 94	21,473 40	31,823 94	337,844 38
7. Chicago & Northwestern, I.	22,550 54	11,201 96	46,824 71	299,075 91
8. Chi., St. P., Mpls. & O.			127,627 01	127,627 02
9. Chi., Lake Shore & Eastern	109 63	32 08	143 73	1,421 63
10. Chi., Harv. & Geneva Lake		43 12	68 06	1,536 76
11. Chicago & Lake Superior		71 64		1,927 50
12. Chippewa River & Northern				160 13
13. Chippewa Val. & Northern				
14. Drummond & Southwestern			5 90	205 90
15. Dul., South Shore & Atl.	1,063 07	438 16	371 08	11,835 70
16. Dunbar & Wausaukee				1,700 00
17. Fairchild & Northeastern		101 08	100 00	1,851 08
18. Great Northern	2,008 49	674 11	372 23	15,417 24
19. Green Bay & Western	1,143 90	228 04	5,869 38	27,677 73
20. Hawthorne, Nebag. & Sup.		8 61		326 61
21. Hazelhurst & Southeastern		75 05		160 70
22. Hillsboro & Northeastern			125 21	170 21
23. Illinois Central	734 19		35 48	2,672 69
24. Iola & Northern		2 25	95 00	124 25
25. Kewaunee, G. B. & West.	43 00	33 50	1,914 43	8,152 28
26. La Crosse & Southeastern		1,200 00	155 00	11,645 60
27. Lake Sup., Term. & Trans.	1,136 42	56 64	446 70	6,159 75
28. Laona & Northern			4 74	2,603 79
29. Marathon County Ry. Co.				
30. Marinette, Tomahawk & W.	71 30	513 81		6,094 26
31. Mineral Point & Northern	43 04	212 44	30 00	8,066 17
32. Mpls., St. P. & S. Ste. M.	6,163 54	1,053 90	663 07	36,756 22
33. Northern Pacific	2,651 67	842 72	1,400 53	16,310 26
34. Northwestern Coal Ry. Co.	15 54	8 00	815 14	2,309 55
35. Roddis Lumber & Veneer Co., Logging Ry.				
36. Robbins Ry. Co.				
37. Stanley, Merrill & Phillips		109 44	38 97	7,179 87
38. Superior & Southeastern			5,068 26	5,068 26
39. Whitcomb & Morris				200 00
40. Winona Bridge Ry. Co.			2 36	200 27
41. Wisconsin Central	28,329 81	16,099 73	18,101 66	182,948 34
42. Wisconsin & Michigan	431 06	672 30		8,912 10
43. Wisconsin & Northern	50 00	85 82	8 00	2,733 74
44. Wisconsin Western	25			25
Total	\$69,328 90	\$56,154 34	\$242,827 07	\$1,144,231 48

¹ Proportional.

REPORT OF THE RAILROAD COMMISSION.

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WISCONSIN, 1907—Continued.

Recapitulation of Expenses.						No.
Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Grand total.	Percentage of operating expenses to earnings.	
\$10,005 36	\$1,324 70	\$8,400 80	\$1,411 87	\$22,392 82	64 76	1
16,495 10	5,824 02	18,515 95	1,341 22	42,176 29	56 12	2
15,425 34	9,009 61	19,950 22	2,561 55	47,086 72	77 00	3
12,369 58	1,840 96	9,163 92	3,218 69	26,622 14	147 41	4
.....	.....	11,988 08	.....	11,988 08	104 58	5
1,331,371 18	2,320 952 36	6,155,822 90	337,844 38	10,645,990 82	60 30	6
2,242,021 85	2,201,901 54	6,626,688 67	299,675 91	11,370,287 47	66 03	7
866,587 47	789,568 06	2,735,808 29	137,627 08	4,519,526 87	69 51	8
9,844 36	8,070 56	48,212 98	1,421 63	67,549 58	54 43	9
1,922 12	701 12	6,901 66	1,536 76	10,961 66	77 98	10
1,262 27	62 45	4,765 44	1,927 50	8,017 66	131 86	11
4,106 12	628 09	5,526 10	160 13	10,420 44	130 72	12
.....	3,163 07	11,506 17	.....	14,669 24	71 96	13
11,129 74	6,070 44	7,186 36	206 90	24,192 44	95 41	14
75,901 81	43,900 00	215,102 91	11,835 70	346,130 51	88 98	15
4,015 67	483 60	10,788 99	1,700 00	16,988 26	90 82	16
8,176 41	2,482 96	8,827 44	1,851 06	21,337 89	113 00	17
274,273 87	90,376 30	412,963 56	15,417 24	789,060 97	51 48	18
138,566 91	55,846 82	181,003 10	27,677 73	403,094 56	62 68	19
2,677 22	7,024 67	18,767 22	326 61	28,795 72	55 02	20
4,346 34	2,438 66	11,960 86	169 70	18,965 56	78 85	21
2,727 88	684 21	4,541 42	170 21	8,123 72	67 08	22
39,950 50	28,518 08	84,940 87	2,673 69	155,091 09	115 79	23
697 54	299 21	4,452 47	124 25	5,543 47	75 79	24
33,564 02	12,573 08	81,492 03	8,158 28	85,781 41	68 06	25
7,847 18	6,967 92	17,012 49	11,645 60	43,068 19	49 83	26
14,088 96	11,620 31	96,181 12	6,152 75	130,043 17	432 96	27
1,471 41	2,636 55	7,584 56	2,603 79	14,246 33	74 00	28
4,546 39	.....	7,058 62	.....	11,600 01	111 60	29
17,939 83	5,154 36	17,197 57	6,094 26	46,416 12	68 80	30
8,056 41	7,482 74	31,686 32	6,086 17	53,210 64	69 09	31
268,325 36	273,649 63	606,224 34	36,756 22	1,178,965 54	60 73	32
119,186 70	80,786 08	330,950 18	16,310 26	547,333 17	88 49	33
4,367 36	3,396 17	12,587 69	2,309 55	22,680 77	89 48	34
833 75	784 02	5,106 67	.....	6,723 44	100 00	35
7,994 12	2,445 88	10,048 96	.....	30,468 96	86 93	36
28,727 42	28,486 52	49,247 04	7,179 87	113,640 85	78 64	37
11,529 53	1,897 35	13,481 21	5,068 26	31,886 35	76 72	38
1,225 00	1,230 00	1,510 00	200 00	4,165 00	145 99	39
1,294 61	.....	.....	300 27	1,494 88	9 60	40
724,350 88	601,492 51	2,438,418 33	182,948 34	4,087,210 56	64 32	41
20,107 73	22,417 30	96,760 64	8,912 10	147,197 77	68 13	42
1,809 09	588 47	5,688 13	2,738 74	10,708 42	151 00	43
30,224 01	3,061 29	28,547 84	25	52,408 89	70 26	44
\$6,865,368 01	\$6,728,076 68	\$20,480,414 73	\$1,144,231 48	\$35,218,085 90	.....	.....

CONDENSED COMPARATIVE GENERAL
Of Roads Operating in Wisconsin as Reported to the

Name of Company.	Assets.			
	Cost of road and equipment.	Stocks, bonds, and other permanent investments.	Supplies, cash, and other current assets.	Profit and loss. (Deficit on June 30, 1906.)
1. Abbotsford & N. E.	\$232,000 00		\$8,942 07	
2. Ahnapee & Western.....	864,500 00		20,865 56	
3. Ash., Odanah & Marengo	88,493 34		29,503 72	
4. Bayfield Transfer	3,423,386 09	\$1,324,600 00	5,943 64	\$724,410 37
5. Big Falls Ry. Co.....	2,500 00		1,436 61	
6. Chi., Mil., & St. P.....	259,148,727 01	13,162,347 69	63,508,686 68	
7. Chicago & Northwestern	243,804,818 13	35,279,683 77	54,426 017 14	
8. Chi., St. P., Mpls. & O.	62,406,611 00	6,790,428 30	1,979,588 80	
9. Chi., Burl. & Quincy....	345,281,500 00	18,809,451 97	35,992,638 21	
10. Chi., Lake Shore & E.....	3,960,571 65	2,370,585 81	1,060,934 11	
11. Chi., Harv. & Geneva L.....	333,004 73			20,794 91
12. Chip. Val. & Northern..	181,380 03		570 96	
13. Drummond & S. W.....	203,733 35		465 32	19,795 23
14. Dul., S. S. & Atl.....	46,624,866 39	802,266 24	755,962 26	2,672,202 27
15. Dul., Sup. & W. T.....	3,907,422 29		92,288 68	
16. Great Northern	38,026,145 38	288,591,515 80	36,990,964 83	
17. Green Bay & Western	10,007,087 50	67,318 00	248,211 74	
18. Hawth'ne, Nebag. & Sup.	50,069 94		47,421 81	
19. Hazelhurst & S. E.....	103,762 78		5,553 03	
20. Illinois Central	107,578,300 74	158,812,721 47	19,213,181 77	
21. Iola & Northern	71,000 00		10,155 44	
22. Kewaunee, G. B. & W.....	1,121,725 00		67,481 81	
23. La Crosse & S. E.....	808,181 59	25,000 00	106,881 90	
24. Lake Sup., T. & T.....	356,929 12		32,838 29	
25. Marin'tte, Tomah'k & W.....	533,690 12		23,866 21	25,842 77
26. Mineral Point & N.....	970,910 86	17,430 00	15,625 17	61,890 78
27. M., St. P. & S. Ste. M.....	69,238,052 13	11,502,393 81	5,767,678 74	
28. Northern Pacific	355,684,163 52	131,970,575 29	45,847,897 32	
29. N. W. Coal Ry. Co.....	238,243 95	875,708 30	51,519 55	58,122 07
30. Oshkosh Trans. Co.....	70,000 00		2,361 18	
31. Stanley, Merrill & Phillips	600,906 88	35,668 40	17,894 13	
32. Whitcomb & Morris	11,589 40			
33. Winona Bridge Ry. Co.....	789,304 66		21,228 26	
34. Wisconsin Central	52,980,738 75	9,064,261 39	4,325,415 09	
35. Wisconsin & Michigan	4,202,916 06		819,568 57	1,362 43
36. Wisconsin & Northern	961,566 49			3,678 06
37. Wisconsin Western	521,400 00		108,017 26	
38. Eastern Ry. of Minn....	30,905,311 59	2,155,748 59	283,687 50	
Total	1,646,467,578 50	\$681,777,734 85	\$271,886,344 10	\$3,588,208 89

REPORT OF THE RAILROAD COMMISSION.

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BALANCE SHEET, WHOLE LINE, 1907.

Railroad Commission for the Year Ending June 30, 1907.

Total assets.	Liabilities.					No.
	Capital stock.	Funded debt.	Other liabilities.	Profit and loss. (Surplus on June 30, 1907.)	Total liabilities.	
\$240,942 07	\$120,000 00	\$112,000 00	\$2,089 19	\$6,852 88	\$240,942 07	1
885,365 56	439,500 00	425,000 00	5,407 41	15,368 15	885,365 56	2
118,087 06	100,000 00	.....	6,881 01	11,306 05	118,087 06	3
5,478,350 10	3,000,000 00	1,500,000 00	978,350 10	.....	5,478,350 10	4
3,936 61	1,000 00	2,500 00	.....	436 61	3,936 61	5
335,814,761 38	182,962,300 00	125,817,500 00	38,178,500 37	38,826,461 01	335,814,761 38	6
333,610,519 04	124,421,685 53	165,214,000 00	43,974,833 51	.....	333,610,519 04	7
71,178,628 10	34,050,126 62	29,606,800 00	3,665,490 62	3,856,210 86	71,178,628 10	8
400,083,500 18	110,836,100 00	168,660,000 00	106,225,997 91	14,328,492 27	400,083,500 18	9
7,392,091 57	2,760,000 00	2,225,000 00	2,336,611 02	70,480 55	7,392,091 57	10
353,799 64	150,000 00	125,000 00	78,799 64	.....	353,799 64	11
181,900 98	58,000 00	.....	114,145 34	9,815 64	181,900 98	12
223,983 90	10,000 00	50,000 00	163,983 90	.....	223,983 90	13
50,945,407 18	22,000,000 00	23,558,311 92	5,387,095 26	.....	50,945,407 18	14
3,969,711 17	2,000,000 00	500,000 00	1,469,515 73	34,195 44	3,969,711 17	15
363,608,616 01	184,193,712 00	107,613,000 00	48,085,184 55	23,766,719 46	363,608,616 01	16
10,412,617 24	2,500,000 00	7,600,000 00	120,845 61	191,771 63	10,412,617 24	17
97,521 75	50,000 00	.....	.....	47,521 75	97,521 75	18
109,315 81	100,000 00	.....	.....	9,315 81	109,315 81	19
285,694,263 98	105,040,000 00	146,053,275 00	28,989,844 44	5,521,144 54	285,694,263 98	20
81,155 44	71,400 00	.....	639 82	9,115 62	81,155 44	21
1,186,206 81	664,950 00	408,000 00	51,126 62	65,130 19	1,186,206 81	22
940,063 49	105,400 00	750,000 00	83,161 31	1,502 18	940,063 49	23
889,767 41	154,200 00	195,000 00	40,567 41	.....	889,767 41	24
583,299 10	161,500 00	.....	421,799 10	.....	583,299 10	25
1,065,856 81	550,000 00	450,000 00	65,856 81	.....	1,065,856 81	26
86,508,124 68	21,000,000 00	55,563,394 97	3,761,633 35	6,193 06 36	86,508,124 68	27
533,502,636 13	169,721,100 37	189,703,376 00	132,432,452 73	44,515 07 68	533,502,636 13	28
1,223,593 87	1,000,000 00	220,000 00	3,593 87	.....	1,223,593 87	29
72,361 18	70,000 00	.....	.....	2,361 18	72,361 18	30
654,488 41	100,000 00	500,000 00	43,070 62	11,417 79	654,488 41	31
11,589 40	10,000 00	.....	.....	1,589 40	11,589 40	32
810,532 92	400,000 00	384,000 00	475 35	26,057 57	810,532 92	33
66,370,415 82	30,000,000 00	31,969,795 00	1,528,243 74	1,852,377 08	66,370,415 82	34
5,023,867 09	951,500 00	2,401,000 00	1,671,367 09	.....	5,023,867 09	35
935,273 55	600,700 00	.....	360,895 49	3,678 06	935,273 55	36
629,417 26	521,400 00	.....	.....	108,017 26	629,417 26	37
33,344,747 68	16,000,000 00	9,700,000 00	7,087,136 76	597,610 92	33,344,747 68	38
\$2,003,709,866 38	\$668,907,574 52	1,068,356,952 89	\$427,331,685 68	\$140,113,653 29	\$2,003,709,866 38	

EMPLOYEES AND SALARIES, WHOLE LINE, 1907.

Paid by Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

General Officers.

Name of Company.	No.	Total yearly, com- pensation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern				
Annapee & Western	5	\$1,154 91	635	\$1 89
Ashland, Odanah & Marengo	3	1,473 08	312	4 72
Bayfield Transfer	2	2,910 00	940	4 53
Chicago, Milwaukee & St. Paul	42	342,645 60	15,330	22 35
Chicago & Northwestern	29	364,153 30	9,390	38 78
Chi., St. Paul, Minneapolis & Omaha	33	169,471 41	12,045	14 07
Chicago, Burlington & Quincy	148	735,942 42	54,020	13 62
Chicago, Lake Shore & Eastern	5	18,999 84	1,565	12 14
Chicago, Harvard & Geneva Lake	1	1,200 00	365	3 29
Chicago & Lake Superior	1	1,800 00	365	4 93
Chippewa Valley & Northern	0	1,250 00	500	2 50
Drummond & Southwestern				
Duluth, South Shore & Atlantic	19	47,913 20	5,193	9 23
Fairchild & Northeastern	5	1,480 00	939	1 55
Great Northern	22	147,747 33	6,002	22 50
Green Bay & Western	5	11,400 00	1,560	7 31
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central	57	345,770 79	20,251	17 07
Iola & Northern				
Kewaunee, Green Bay & Western	5	3,800 00	1,565	2 43
Lake Superior Terminal & Transfer	2	690 00	730	93
Marinette, Tomahawk & Western	1	1,800 00	365	4 93
Mineral Point & Northern	4	5,500 00	1,248	4 41
Mpls., St. Paul & Sault Ste. Marie	12	84,596 04	4,196	20 16
Northern Pacific	52	339,469 47	17,507	19 33
Northwestern Coal Ry. Co.	1	900 00	150	6 00
Oshkosh Transportation Co.	2	999 96	626	1 53
Roddie Lbr. & Veneer Co., Log. Ry.				
Stanley, Merrill & Phillips	4	3,000 00	624	4 81
Whitcomb & Morris	1	200 00	200	1 00
Winona Bridge Ry. Co.				
Wisconsin Central	12	75,069 29	4,450	16 88
Wisconsin & Michigan	4	9,720 00	2,562	3 81
Wisconsin & Northern	6	1,514 28	158	9 70
Total	489	\$3,721,540 97	164,090	\$16 56

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Other Officers and General Office Clerks.

Name of Company.	No.	Total yearly com- pensation.	Number of days worked.	Average daily c mpen- sation.
Abbotsford & Northeastern	2	\$1,380 00	180	\$7 66
Ahnapee & Western	2	898 68	550	1 63
Ashland, Odanah & Marengo	1	1,188 07	312	3 81
Bayfield Transfer	2	462 30	222	2 06
Chicago, Milwaukee & St. Paul	733	662,439 28	232,081	2 86
Chicago & Northwestern	1,016	776,913 40	293,504	2 65
Chi., St. Paul, Minneapolis & Omaha	209	156,461 83	73,730	2 12
Chicago, Burlington & Quincy	2,471	1,905,108 88	773,423	2 33
Chicago, Lake Shore & Eastern	87	57,001 18	29,907	1 93
Chicago, Harvard & Geneva Lake	1	685 00	365	1 74
Chicago & Lake Superior				
Chippewa Valley & Northern				
Drummond & Southwestern	1	900 00	312	64
Duluth, South Shore & Atlantic	71	53,190 08	25,618	2 08
Fairchild & Northeastern				
Great Northern	1,086	919,232 50	345,806	2 72
Green Bay & Western	13	7,241 25	2,882	2 51
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central	1,674	1,330,379 11	575,936	2 31
Iola & Northern				
Kewaukee, Green Bay & Western	5	2,310 00	1,238	1 79
Lake Superior Terminal & Transfer...	5	4,899 99	1,079	2 92
Marinette, Tomahawk & Western	2	1,330 00	528	2 50
Mineral Point & Northern	6	1,331 66	1,133	1 17
Minneapolis, St. Paul & S. Ste. Marie	281	252,259 08	100,810	2 50
Northern Pacific	1,196	1,000,122 79	393,183	2 70
Northwestern Coal Ry. Co.	2	790 00	338	2 34
Oshkosh Transportation Co.				
Roddis Lbr. & Veneer Co., Log. Ry.				
Stanley, Merrill & Phillips	3	3,145 12	888	3 54
Whitcomb & Morris				
Winona Bridge Ry. Co.	1	300 00	313	96
Wisconsin Central	195	208,490 87	69,691	2 99
Wisconsin & Michigan	7	4,560 00	2,196	2 08
Wisconsin & Northern	4	507 35	300	1 69
Total	9,018	\$7,313,422 40	2,930,267	\$2 50

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Station Agents.

Name of Company.	No.	Total yearly com- pensation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern	1	\$720 00	313	\$2 30
Ahnapee & Western	5	2,784 00	1,506	1 85
Ashland, Odanah & Marengo	1	519 02	270	1 92
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	1,267	717,230 10	380,571	1 81
Chicago & Northwestern	1,065	519,022 40	330,215	2 48
Chicago, St. Paul, Mpls & Omaha	218	170,131 34	87,080	2 54
Chicago, Burlington & Quincy	1,045	795,568 35	381,425	2 09
Chicago, Lake Shore & Eastern	10	8,479 25	3,622	2 34
Chicago, Harvard & Geneva Lake	1	151 30	90	1 65
Chicago & Lake Superior	1	480 00	385	1 36
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	50	38,372 30	16,956	2 26
Fairchild & Northeastern	3	1,119 96	721	1 55
Great Northern	574	413,808 51	193,044	2 14
Green Bay & Western	30	16,908 00	9,139	1 85
Hawthorne, Nebagamon & Superior	1	672 90	336	2 00
Hazelhurst & Southeastern	2	597 32	300	1 99
Illinois Central	891	620,307 33	335,858	1 85
Iola & Northern	1	780 00	312	2 50
Kewaunee, Green Bay & Western	3	1,980 00	1,070	1 85
Lake Superior Terminal & Transfer	1	1,260 00	363	3 45
Marquette, Tomahawk & Western	2	900 00	600	1 50
Mineral Point & Northern	4	2,346 00	1,248	1 88
Mpls., St. Paul & S. Ste. Marie	224	163,380 60	79,594	2 05
Northern Pacific	564	470,597 75	197,897	2 38
Northwestern Coal Ry. Co.				
Oshkosh Transportation Co.				
Roddis L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	2	1,238 24	495	2 45
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	146	122,229 91	53,778	2 27
Wisconsin & Michigan	15	7,832 46	5,086	1 54
Wisconsin & Northern	8	1,099 58	353	3 11
Total	6,126	\$4,880,546 66	2,078,555	\$2 11

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Other Station Men.

Name of Company.	No.	Total yearly com- pensation.	Number of days worked.	Average daily com- pensation.
Abbotsford & Northeastern				
Ahnapee & Western	3	\$1,171 37	731	\$1 50
Ashland, Odanah & Marengo				
Bayfield Transfer	2	530 27	265	2 00
Chicago, Milwaukee & St. Paul	3,795	1,918,140 12	1,184,705	1 62
Chicago & Northwestern	4,043	2,234,522 73	1,301,394	1 86
Chicago, St. Paul, Mpls. & Omaha	731	431,941 60	283,072	1 89
Chicago, Burlington & Quincy	3,451	2,064,041 76	1,080,163	1 91
Chicago, Lake Shore & Eastern	58	34,100 46	21,151	1 61
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior	1	180 00	312	58
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	136	76,681 45	43,971	1 74
Fairchild & Northeastern				
Great Northern	1,892	745,330 99	435,444	1 71
Green Bay & Western	20	7,240 06	4,827	1 50
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central	3,604	2,311,637 71	1,362,262	1 70
Iola & Northern	1	31 20	312	10
Kewaunee, Green Bay & Western	10	3,139 95	2,243	1 40
Lake Superior Terminal & Transfer	5	3,571 94	1,836	1 95
Marquette, Tomahawk & Western	2	690 00	400	1 50
Mineral Point & Northern	3	256 35	704	36
Minneapolis, St. Paul & Sault Ste. M.	274	171,432 74	109,879	1 56
Northern Pacific	2,490	1,636,922 94	799,909	2 06
Northwestern Coal Ry. Co.	1	533 39	311	1 72
Oshkosh Transportation Co.				
Roddie L. & V Co., Logging Ry.				
Stanley, Merrill & Phillips	2	818 97	475	1 72
Wisconsin Central	347	200,023 84	114,545	1 74
Wisconsin & Michigan	1	270 00	552	49
Wisconsin & Northern	1	200 00	150	1 33
Total	20,961	\$11,573,409 13	6,564,673	\$1 53

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Enginemmen.

Name of Company.	No.	Total yearly com- pensation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern	1	\$1,069 27	239	\$4 28
Ahnapee & Western	2	1,419 28	239	5 95
Ashland, Odanah & Marengo	2	3,177 58	958	3 34
Bayfield Transfer	2	1,845 75	615	3 00
Chicago, Milwaukee & St. Paul.....	1,804	2,211,924 87	508,766	3 93
Chicago & Northwestern	1,914	2,592,140 25	610,976	4 24
Chl., St. P., Minneapolis & Omaha..	358	516,573 59	110,139	4 66
Chicago, Burlington & Quincy.....	1,492	2,331,467 24	544,590	4 28
Chicago, Lake Shore & Eastern.....	160	211,450 89	57,091	3 66
Chicago, Harvard & Geneva Lake....	1	873 00	264	3 30
Chicago & Lake Superior	1	600 00	312	1 92
Chippewa Valley & Northern	2	1,909 86	600	3 18
Drummond & Southwestern	1	1,278 28	410	3 12
Duluth, South Shore & Atlantic.....	92	133,185 37	35,478	3 89
Fairchild & Northeastern	2	1,012 10	387	2 62
Great Northern	1,040	1,278,809 09	318,688	4 01
Green Bay & Western	16	18,995 40	4,906	3 85
Hawthorne, Nebagamon & Superior..	2	2,502 41	769	3 26
Hazelhurst & Southeastern	2	1,687 61	500	3 38
Illinois Central	941	1,919,784 41	428,356	4 55
Iola & Northern	1	990 61	312	3 18
Kewaunee, Green Bay & Western....	3	2,729 28	715	3 82
Lake Superior Terminal & Transfer..	10	11,871 48	3,291	3 61
Marquette, Tomahawk & Western....	4	2,439 00	813	3 00
Mineral Point & Northern.....	3	2,511 85	797	3 23
Minneapolis, St. Paul & Sault Ste. M	257	372,753 28	89,840	4 15
Northern Pacific	1,274	2,001,607 04	464,136	4 31
Northwestern Coal Ry. Co.....	2	2,547 77	659	3 75
Roddis L. & V. Co., Logging Ry.....	1	749 13	322	2 31
Stanley, Merrill & Phillips	6	5,990 24	2,192	2 73
Whitcomb & Morris	1	720 00	313	2 30
Winona Bridge Ry. Co.....				
Wisconsin Central	207	287,490 29	72,227	3 98
Wisconsin & Michigan	7	9,580 28	2,670	3 59
Wisconsin & Northern	2	1,094 04	261	4 20
Total	9,610	\$13,939,361 89	3,311,745	\$4 21

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Firemen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	1	\$420 14	336	\$1 22
Ahnapee & Western	2	1,377 20	594	2 15
Ashland, Odanah & Marengo	3	1,897 24	983	2 04
Bayfield Transfer	2	1,086 20	543	2 00
Chicago, Milwaukee & St. Paul.....	1,723	1,317,374 59	529,985	2 49
Chicago & Northwestern	2,309	1,781,274 56	708,997	2 53
Chicago, St. Paul, Minneapolis & O.	356	318,190 43	110,136	2 89
Chicago, Burlington & Quincy	1,473	1,416,364 75	587,645	2 68
Chicago, Lake Shore & Eastern.....	154	122,113 91	55,400	2 30
Chicago, Harvard & Geneva Lake	1	639 76	414	1 66
Chicago & Lake Superior	1	400 00	300	2 00
Chippewa River & Northern	2	980 14	479	2 05
Chippewa Valley & Northern	1	895 74	478	1 87
Drummond & Southwestern	91	82,869 39	35 153	2 88
Duluth & Northeastern	2	721 25	375	1 92
Great Northern	1,244	811,744 37	331,496	2 45
Green Bay & Western	31	16,878 08	7,083	2 40
Hawthorne, Nebagamon & Superior..	3	1,509 19	754	2 00
Hazelhurst & Southeastern	3	1,155 09	599	2 08
Illinois Central	967	1,158,823 08	428,449	2 74
Iola & Northern	1	540 00	319	1 73
Kewaunee, Green Bay & Western	3	2,448 91	1,080	2 40
Lake Superior Terminal & Transfer...	10	6,908 37	3,301	2 19
Marquette, Tomahawk & Western.....	5	1,606 00	843	2 00
Mineral Point & Northern	3	1,667 81	756	2 30
Mpls., St. P. & Ste. Marie.....	267	232,255 39	89,840	2 59
Northern Pacific	1,374	1,280,253 98	464,136	2 76
Northwestern Coal Ry. Co.....	1	823 71	331	2 57
Roddie L. & V. Co., Logging Ry.....	1	595 07	307	1 92
Stanley, Merrill & Phillips	6	3,860 34	2,087	1 85
Whitcomb & Morris	1	540 00	313	1 74
Winona Bridge Ry. Co.....	1	176,400 06	71,368	2 47
Wisconsin Central	7	5,576 04	2,454	2 27
Wisconsin & Michigan	2	547 01	261	2 09
Total	10,049	\$3,751,253 67	3,377,318	\$2 59

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Conductors.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	1	\$742 00	322	\$2 31
Ahnapee & Western	2	1,315 80	405	3 00
Ashland, Odanah & Marengo	2	1,800 08	777	2 32
Bayfield Transfer	2	1,349 48	519	2 60
Chicago, Milwaukee & St. Paul	1,082	1,306,808 01	338,666	3 86
Chicago & Northwestern	1,322	1,610,375 76	405,648	3 97
Chicago, St. Paul, Minneapolis & O.	223	297,368 49	66,976	4 27
Chicago, Burlington & Quincy	923	1,301,735 71	336,530	3 87
Chicago, Lake Shore & Eastern	27	35,979 80	9,651	3 72
Chicago, Harvard & Geneva Lake	9	2,719 64	1,404	1 97
Chicago & Lake Superior	1	480 00	312	1 53
Chippewa River & Northern	1	600 00	150	4 00
Chippewa Valley & Northern	4	2,146 89	800	2 68
Drummond & Southwestern .....	.....	.....	.....	.....
Duluth, South Shore & Atlantic	78	101,214 00	29,074	3 48
Fairchild & Northeastern	1	630 00	315	2 00
Great Northern	1,287	1,001,895 32	259,999	3 85
Green Bay & Western	13	12,242 64	4,372	2 80
Hawthorne, Nebagamon & Superior ..	3	1,949 01	616	3 00
Hazelhurst & Southeastern	2	1,447 72	520	2 78
Illinois Central	681	1,116,302 71	289,182	3 86
Iola & Northern .....	.....	.....	.....	.....
Kewaunee, Green Bay & Western	3	2,700 00	932	2 75
Lake Superior Terminal & Transfer ..	.....	.....	.....	.....
Marinette, Tomahawk & Western	4	2,226 00	742	3 00
Mineral Point & Northern	3	2,276 89	739	3 11
Mpls., St. P. & S. Ste. Marie	196	266,028 11	68,813	3 87
Northern Pacific	921	1,137,677 97	296,961	3 83
Northwestern Coal Ry. Co.	1	1,200 00	312	3 85
Roddie L. & V. Co., Logging Ry.	1	715 01	307	2 31
Stanley, Merrill & Phillips	6	3,562 43	1,685	2 13
Whitcomb & Morris .....	.....	.....	.....	.....
Winona Bridge Ry. Co. ....	.....	.....	.....	.....
Wisconsin Central	172	178,668 86	48,190	3 71
Wisconsin & Michigan	7	7,988 56	2,538	3 12
Wisconsin & Northern	2	316 62	261	3 13
Total	6,979	\$8,402,577 80	2,170,368	\$3 87

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Other Trainmen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....	1	\$614 51	355	\$1 73
Ahnapee & Western	2	1,003 13	418	2 40
Ashland, Odanah & Marengo.....	2	1,991 80	945	2 10
Chicago, Milwaukee & St. Paul.....	2,107	1,505,234 99	678,271	2 22
Chicago & Northwestern	2,729	2,309,544 39	845,736	2 61
Chicago, St. Paul, Minneapolis & O..	506	408,310 72	157,560	2 59
Chicago, Burlington & Quincy.....	1,781	1,515,974 59	642,765	2 36
Chicago, Lake Shore & Eastern.....	54	51,236 72	19,528	2 62
Chicago, Harvard & Geneva Lake.....	4	2,445 26	1,260	1 94
Chicago & Lake Superior.....	1	600 00	200	3 00
Chippewa River & Northern	1	1,084 53	579	1 87
Chippewa Valley & Northern	202	107,071 61	74,024	2 26
Drummond & Southwestern	1	687 50	285	2 41
Duluth, South Shore & Atlantic.....	3,003	1,411,678 47	563,719	2 50
Fairchild & Northeastern.....	21	12,113 80	6,376	1 90
Great Northern	5	2,141 98	1,070	2 00
Green Bay & Western	3	1,572 08	783	2 00
Hawthorne, Nebagamon & Superior...	2,456	2,721,833 29	1,062,765	2 64
Hazelhurst & Southeastern	4	2,255 63	1,187	1 90
Illinois Central	26	33,969 27	10,132	3 34
Iola & Northern	3	1,675 30	762	2 20
Kewaunee, Green Bay & Western.....	542	450,284 65	190,141	2 37
Lake Superior Terminal & Transfer..	2,870	2,539,901 06	955,033	2 71
Marinette, Tomahawk & Western.....	3	3,347 82	899	3 77
Mineral Point & Northern.....	11	6,246 45	3,444	1 81
Minneapolis, St. Paul & S. Ste. M...	436	357,339 39	141,339	2 56
Northern Pacific	14	10,161 84	5,250	1 93
Northwestern Coal Ry. Co.....	2	493 78	261	1 89
Roddie L. & V. Co., Logging Ry.....				
Stanley, Merrill & Phillips.....				
Whitcomb & Morris				
Winona Bridge Ry. Co.....				
Wisconsin Central				
Wisconsin & Michigan				
Wisconsin & Northern				
Total	16,831	\$13,470,714 66	5,335,067	\$2 52

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Machinists.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern				
Ahnapee & Western				
Ashland, Odanah & Marengo	3	\$1,597 00	543	\$3 28
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	739	768,145 83	210,219	3 63
Chicago & Northwestern	1,163	1,024,699 42	373,788	2 75
Chicago, St. Paul, Minneapolis & O.	607	470,644 10	137,512	2 51
Chicago, Burlington & Quincy	1,056	1,040,675 86	380,523	3 15
Chicago, Lake Shore & Eastern	72	56,311 83	22,500	2 50
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern	1	1,623 50	312	5 22
Duluth, South Shore & Atlantic	28	26,094 84	3,980	2 98
Fairchild & Northeastern				
Great Northern	780	571,196 62	165,569	3 45
Green Bay & Western	18	15,233 07	5,705	2 63
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central	943	1,166,100 38	337,342	3 01
Iola & Northern				
Kewaunee, Green Bay & Western				
Lake Superior Terminal & Transfer	3	2,135 74	588	3 66
Marquette, Tomahawk & Western				
Mineral Point & Northern	1	766 34	292	2 69
Minneapolis, St. Paul & St. Ste. M.	241	205,063 45	75,197	2 73
Northern Pacific	1,110	1,040,327 34	337,213	3 09
Northwestern Coal Ry. Co.				
Roddie L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	2	1,656 00	634	2 65
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	243	183,780 72	66,531	2 84
Wisconsin & Michigan	6	4,000 16	1,324	2 19
Wisconsin & Northern				
Total	7,006	\$6,579,405 26	2,174,146	\$3 08

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Carpenters.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern				
Ahnapee & Western				
Ashland, Odanah & Marengo				
Bayfield Transfer				
Chicago, Milwaukee & St. Paul.....	1,173	\$738,625 12	329,065	\$2 26
Chicago & Northwestern	2,134	1,810,555 28	626,374	2 10
Chicago, St. Paul Minneapolis & O....	563	339,270 82	175,666	2 22
Chicago, Burlington & Quincy.....	1,812	1,479,499 20	567,159	2 61
Chicago, Lake Shore & Eastern.....	29	20,619 22	9,133	2 26
Chicago, Harvard & Geneva Lake.....				
Chicago & Lake Superior				
Chippewa River & Northern.....				
Chippewa Valley & Northern.....	1	600 00	300	2 00
Drummond & Southwestern	1	1,059 26	368	2 89
Duluth, South Shore & Atlantic.....	67	47,234 71	20,456	2 31
Fairchild & Northeastern.....				
Great Northern	445	299,172 31	109,091	2 74
Green Bay & Western	12	8,172 40	3,997	2 06
Hawthorne, Nebagamon & Superior...				
Hazelhurst & Southeastern.....				
Illinois Central	1,969	1,923,527 10	829,349	2 33
Iola & Northern				
Kewaunee, Green Bay & Western.....				
Lake Superior Terminal & Transfer.....				
Marquette, Tomahawk & Western	3	1,806 50	714	2 26
Mineral Point & Northern				
Minneapolis, St. Paul & S. Ste. M....	449	338,480 24	146,900	2 30
Northern Pacific	1,836	1,339,555 23	519,488	2 56
Northwestern Coal Ry. Co.....				
Roddis L. & V. Co., Logging Ry.....				
Stanley, Merrill & Phillips.....	3	2,160 00	936	2 31
Whitcomb & Morris				
Winona Bridge Ry. Co.....				
Wisconsin Central	209	129,985 90	58,231	2 23
Wisconsin & Michigan	3	2,973 18	1,392	2 13
Wisconsin & Northern				
Total	10,708	\$3,037,006 47	3,393,564	\$2 37

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Other Shopmen.

Name of Company.	Num- ber.	Total yearly com- pensation.	Number of days worked.	Average daily com- pensation.
Abbotsford & Northeastern	1	\$480 00	312	\$1 54
Ahnapee & Western	2	1,458 10	639	2 28
Ashland, Odanah & Marengo	2	789 89	267	2 75
Bayfield Transfer	6,929	3,975,603 17	2,083,274	1 96
Chicago, Milwaukee & St. Paul	4,996	2,853,045 45	1,549,976	1 84
Chicago & Northwestern	313	208,728 88	97,636	2 14
Chicago, St. Paul, Minneapolis & O..	7,142	5,078,118 13	2,236,446	2 27
Chicago, Burlington & Quincy	381	242,743 69	121,968	2 00
Chicago, Lake Shore & Eastern	2	800 08	491	1 75
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern		875 16	443	1 98
Duluth, South Shore & Atlantic	346	217,834 09	118,083	1 84
Fairchild & Northeastern				
Great Northern	7,536	2,887,334 91	1,407,849	2 03
Green Bay & Western	46	20,496 68	15,125	1 75
Hawthorne, Nebagamon & Superior ..	4	3,063 59	1,276	2 40
Hazelhurst & Southeastern				
Illinois Central	3,968	2,177,191 59	1,073,532	2 03
Iola & Northern				
Kewaunee, Green Bay & Western	3	1,740 00	1,036	1 68
Lake Superior Terminal & Transfer..	9	5,666 42	2,603	2 18
Marquette, Tomahawk & Western				
Mineral Point & Northern				
Mpls., St. Paul & Sault Ste. Marie ..	258	232,155 52	92,741	2 50
Northern Pacific	3,371	2,424,409 49	1,054,448	2 30
Northwestern Coal Ry. Co.				
Oshkosh Transportation Co.				
Roddis Lbr. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	6	3,636 45	2,015	1 80
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	445	188,182 55	102,831	1 83
Wisconsin & Michigan	29	18,842 52	11,088	1 69
Wisconsin & Northern				
Total	35,780	\$20,519,244 25	9,913,129	\$2 07

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Section Foremen.

Name of Company.	Num-ber.	Total yearly com-pensation.	Number of days worked.	Average daily compen-sation.
Abbotsford & Northeastern	2	\$1,000 00	630	\$1 73
Ahnapee & Western	5	2,530 08	1,700	1 50
Ashland, Odanah & Marengo	4	2,228 17	1,074	2 08
Bayfield Transfer	1	720 00	360	2 00
Chicago, Milwaukee & St. Paul	1,068	547,612 44	334,284	1 64
Chicago & Northwestern	1,345	804,140 08	415,977	1 93
Chi., St. Paul, Minneapolis & O.	294	184,208 59	91,728	2 01
Chicago, Burlington & Quincy	1,492	1,016,976 06	544,560	1 87
Chicago, Lake Shore & Eastern	28	21,421 79	10,255	2 09
Chicago, Harvard & Geneva Lake	1	480 00	312	1 53
Chicago & Lake Superior	2	800 00	400	2 00
Chippewa River & Northern	6	2,016 36	1,419	1 42
Chippewa Valley & Northern	1	680 26	367	1 85
Drummond & Southwestern	120	78,372 35	43,610	1 80
Duluth, South Shore & Atlantic	2	1,072 96	586	1 83
Fairchild & Northeastern	844	560,624 67	308,415	1 82
Great Northern	37	20,070 00	12,544	1 60
Green Bay & Western	1	780 00	312	2 50
Hawthorne, Nebagamon & Superior ..	1	575 10	309	1 85
Hazellhurst & Southeastern	842	575,997 65	327,760	1 76
Illinois Central	1	330 40	236	1 40
Iola & Northern	6	3,300 00	2,013	1 66
Kewaunee, Green Bay & Western	1	814 87	336	2 42
Lake Superior Terminal & Transfer...	5	2,707 25	1,547	1 75
Marquette, Tomahawk & Western	4	2,640 15	1,210	2 18
Mineral Point & Northern	304	179,629 41	101,970	1 76
Mpls., St. Paul & Sault Ste. Marie...	1,051	718,073 15	362,037	2 01
Northern Pacific	1	640 00	312	2 05
Northwestern Coal Ry. Co.	1	780 00	312	2 50
Oshkosh Transportation Co.	1	366 27	219	1 75
Roddis L. & V. Co., Logging Ry.	5	3,266 36	1,691	1 95
Stanley, Merrill & Phillips	1	525 00	310	1 42
Whitcomb & Morris	148	89,810 63	55,098	1 63
Winona Bridge Ry. Co.	16	9,275 54	5,064	1 83
Wisconsin Central	2	684 06	300	2 28
Wisconsin & Michigan				
Wisconsin & Northern				
Total	7,643	\$4,885,184 14	2,619,807	\$1 85

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Other Trackmen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	9	\$3,546 06	2,629	\$1 35
Ahnapee & Western	14	6,490 74	4,989	1 40
Ashland, Odanah & Marengo	49	12,472 50	7,274	1 71
Bayfield Transfer	17	10,060 84	5,044	2 00
Chicago, Milwaukee & St. Paul	4,382	1,906,001 08	1,371,566	1 39
Chicago & Northwestern	10,046	3,538,806 43	2,252,974	1 57
Chicago, St. Paul, Mpls. & Omaha	1,498	771,107 84	467,376	1 65
Chicago, Burlington & Quincy	9,730	4,590,726 57	3,045,490	1 50
Chicago, Lake Shore & Eastern	354	170,767 81	110,416	1 55
Chicago, Harvard & Geneva Lake	9	2,122 88	1,323	1 60
Chicago & Lake Superior				
Chippewa River & Northern	5	1,750 00	1,000	1 75
Chippewa Valley & Northern				
Drummond & Southwestern	14	8,575 94	5,800	1 68
Duluth, South Shore & Atlantic	463	297,257 96	180,460	1 60
Fairchild & Northeastern	12	5,302 46	3,449	1 54
Great Northern	15,826	5,618,508 55	3,410,806	1 65
Green Bay & Western	98	32,323 24	23,445	1 40
Hawthorne, Nebagamon & Superior ..	4	1,840 17	920	2 00
Hazelhurst & Southeastern	4	1,639 19	897	1 82
Illinois Central	6,865	3,184,075 18	2,395,946	1 33
Iola & Northern				
Kewaunee, Green Bay & Western	18	6,620 20	4,729	1 40
Lake Superior Terminal & Transfer ..	15	7,644 49	3,983	1 95
Marquette, Tomahawk & Western	30	7,779 00	5,186	1 50
Mineral Point & Northern	16	4,708 47	2,916	1 61
Mpls., St. Paul & Sault Ste. Marie ..	1,890	675,518 55	437,330	1 54
Northern Pacific	13,237	5,003,332 97	3,021,634	1 66
Northwestern Coal Ry. Co.	4	1,840 47	996	1 85
Oshkosh Transportation Co.	2	925 50	617	1 50
Roddis L. & V. Co., Logging Ry.	2	467 48	324	1 44
Stanley, Merrill & Phillips	43	19,547 98	11,791	1 66
Whitcomb & Morris	1	450 00	300	1 75
Winona Bridge Ry. Co.				
Wisconsin Central	321	246,333 33	170,064	1 46
Wisconsin & Michigan	50	21,754 20	14,123	1 53
Wisconsin & Northern	6	1,125 00	600	1 87
Total	65,564	\$26,109,017 51	16,946,467	\$1 54

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Switchmen, Flagmen and Watchmen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	1	\$480 00	365	\$1 28
Ahnapee & Western	2	1,160 26	703	1 65
Ashland, Odanah & Marengo	2	1,398 29	832	1 68
Bayfield Transfer	1	540 00	360	1 50
Chicago, Milwaukee & St. Paul	2,002	1,508,544 29	626,626	2 40
Chicago & Northwestern	2,308	1,881,390 03	739,420	2 57
Chicago, St. Paul, Mpls. & Omaha	- 343	331,190 89	107,016	3 09
Chicago, Burlington & Quincy	1,647	1,582,788 84	601,155	2 63
Chicago, Lake Shore & Eastern	430	467,826 53	154,833	3 02
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior	1	480 00	365	1 33
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	36	18,066 66	12,840	1 41
Fairchild & Northeastern	1	552 50	365	1 50
Great Northern	143	74,121 37	46,007	1 61
Green Bay & Western	10	5,829 00	3,807	1 70
Hawthorne, Nebagamon & Superior ..	2	1,401 37	700	2 00
Hazelhurst & Southeastern				
Illinois Central	625	346,830 54	224,083	1 55
Iola & Northern	1	547 50	312	1 75
Kewaunee, Green Bay & Western	1	540 00	360	1 50
Lake Superior Terminal & Transfer ..	7	4,431 05	2,590	1 73
Marinette, Tomahawk & Western	5	1,182 00	738	1 50
Mineral Point & Northern				
Mpls., St. Paul & Sault Ste. Marie ..	43	23,334 56	14,336	1 62
Northern Pacific	300	172,396 12	105,358	1 64
Northwestern Coal Ry. Co.	2	1,408 20	624	2 25
Oshkosh Transportation Co.				
Roddis L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	2	1,835 80	1,046	1 76
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	81	37,526 65	25,968	1 33
Wisconsin & Michigan	2	1,020 00	738	1 39
Wisconsin & Northern				
Total	7,908	\$5,461,611 44	2,667,000	\$2 43

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Telegraph Operators and Dispatchers.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern				
Ahnapee & Western				
Ashland, Odanah & Marengo	1	\$418 90	150	\$2 78
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	689	500,121 05	215,657	2 32
Chicago & Northwestern	799	877,499 72	260,103	2 60
Chicago, St. Paul, Minneapolis & O..	260	204,000 47	81,120	2 51
Chicago, Burlington & Quincy	1,151	1,021,696 83	420,115	2 43
Chicago, Lake Shore & Eastern	11	6,956 26	3,821	1 82
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	60	45,444 55	20,719	2 19
Fairchild & Northeastern				
Great Northern	795	467,317 08	196,117	2 39
Green Bay & Western	5	2,610 00	1,214	2 15
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central	798	629,195 22	284,178	2 21
Iola & Northern				
Kewaunee, Green Bay & Western	2	1,000 00	500	2 00
Lake Superior Terminal & Transfer ..	1	770 00	365	2 11
Marquette, Tomahawk & Western				
Mineral Point & Northern				
Mpls., St. Paul & Sault Ste. Marie...	152	111,604 00	50,927	2 19
Northern Pacific	1,018	861,750 28	330,344	2 61
Northwestern Coal Ry. Co.				
Oshkosh Transportation Co.				
Roddia L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips				
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	132	83,737 00	39,532	2 12
Wisconsin & Michigan	3	2,561 14	1,249	2 06
Wisconsin & Northern				
Total	5,877	\$4,616,708 45	1,906,140	\$2 42

EMPLOYEES AND SALARIES, WHOLE LINE, 1907—Continued.

Other Employees and Laborers

Name of Company.	No.	Total yearly compensation.	Number of days work'd.	Average daily compensation.
Abbotsford & Northeastern				
Ahnapee & Western	3	\$1,094 55	798	\$1 38
Ashland, Odanah & Marengo	1	418 91	150	2 78
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	9,340	6,681,488 72	3,101,342	2 15
Chicago & Northwestern	5,075	3,175,556 80	1,441,678	2 21
Chicago, St. Paul, Mpls. & Omaha	894	608,851 98	278,928	2 16
Chicago, Burlington & Quincy	5,070	3,798,978 90	1,586,910	2 39
Chicago, Lake Shore & Eastern	188	86,573 74	45,941	1 91
Chicago, Harvard & Geneva Lake	3	725 16	424	1 75
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	194	142,178 74	84,999	2 19
Fairchild & Northeastern	21	4,005 16	2,466	1 63
Great Northern	3,139	1,922,245 12	920,928	2 09
Green Bay & Western	20	4,056 97	2,439	1 63
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern	1	147 18	77	1 91
Illinois Central	4,848	3,260,960 65	1,827,079	1 78
Iola & Northern	1	24 47	16	1 53
Kewaunee, Green Bay & Western	21	5,229 65	3,310	1 58
Lake Superior Terminal & Transfer	1	500 00	365	1 37
Marinette, Tomahawk & Western	4	21 00	7	3 00
Mineral Point & Northern	4	1,265 45	889	1 51
Mpls., St. Paul & Sault Ste. Marie	1,263	847,301 32	436,586	1 94
Northern Pacific	3,591	2,269,839 49	1,147,701	1 98
Northwestern Coal Ry. Co.	2	1,096 15	551	1 99
Oshkosh Transportation Co.	2	12 00	8	1 50
Roddie L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	1	700 23	380	1 84
Whitcomb & Morris				
Winona Bridge Ry. Co.	5	2,136 65	1,491	1 43
Wisconsin Central	856	426,245 32	233,910	1 83
Wisconsin & Michigan	15	7,796 40	3,994	1 95
Wisconsin & Northern				
Total	34,995	\$23,243,680 55	11,101,562	\$2 09

EMPLOYEES AND SALARIES,
Distribution

Name of Company.	General Administration.				Maintenance of Way and Structures.			
	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & N. E.	2	\$1,380 00	180	\$7 68	11	\$4,639 66	3,259	\$1 42
Ahnapee & W.	6	1,453 59	885	1 64	19	9,030 76	6,329	1 43
Ashland, O. & M.	4	2,661 10	624	4 26	53	14,900 67	8,348	1 78
Bayfield Transfer	3	3,011 75	741	4 06	18	10,810 54	5,405	2 00
C., M. & St. Paul	775	1,005,064 88	247,411	4 06	10,207	5,721,942 58	3,193,179	1 79
Chicago & N. W.	1,059	1,078,391 78	306,114	3 52	17,183	7,456,539 74	4,145,372	1 80
C., St. P., M. & O.	156	205,506 11	55,931	3 67	2,213	1,271,103 12	660,456	1 84
Chicago, B. & Q.	2,619	2,541,045 28	827,443	3 07	14,724	8,343,496 44	4,686,196	1 78
Chicago, L. S. & E.	40	42,361 03	12,520	3 38	442	233,429 98	140,070	1 67
Chicago, H. & G. L.	3	1,986 30	820	2 42	12	2,848 04	1,752	1 62
Chicago & L. S.	1	1,800 00	365	4 93	1	480 00	312	1 55
Chippewa R. & N. ....	.....	.....	.....	.....	7	2,550 00	1,400	2 82
Chippewa V. & N.	6	1,250 00	500	2 50	6	2,016 36	1,419	1 42
Drummond & S. W.	1	200 00	312	64	15	9,256 20	5,667	1 63
Duluth, S. S. & A.	90	101,103 28	30,811	3 28	671	376,067 72	221,551	1 70
Fairchild & N. E.	5	1,460 00	939	1 55	35	10,380 57	6,501	1 59
Great Northern	1,058	1,066,979 83	355,500	3 00	17,015	6,478,205 53	3,828,312	1 69
Green Bay & W.	6	12,600 00	1,872	6 73	147	61,065 64	39,936	1 53
Mawth., N. & S. ....	.....	.....	.....	.....	5	2,620 17	1,232	2 11
Hazelnurst & S. E. ....	.....	.....	.....	.....	5	2,214 29	1,206	1 83
Illinois Central	642	688,407 79	226,618	3 04	9,653	5,412,425 01	3,453,642	1 57
Iola & Northern ....	.....	.....	.....	.....	1	330 40	236	1 40
Kewaunee, G. B. & W.	6	4,400 00	1,865	2 36	35	12,535 02	8,447	1 48
Lake Superior T. & T.	8	6,819 99	2,774	2 49	16	8,459 36	4,269	1 98
Marquette, T. & W.	3	3,120 00	893	3 49	44	11,689 25	7,528	1 55
Mineral Point & N.	10	6,831 66	2,831	2 87	20	7,342 62	4,126	1 78
M., St. P. & S. S. M.	293	336,845 12	105,006	3 21	2,802	1,374,681 87	787,552	1 74
Northern Pacific	1,689	1,777,871 30	537,699	3 19	17,843	7,979,278 36	4,332,813	1 84
N. W. Coal Ry. Co.	2	1,500 00	450	3 33	6	2,913 54	1,391	2 02
Oshkosh T. Co.	2	999 96	625	1 58	5	1,717 50	937	1 83
Roddie L. & V. Co. L.R. ....	.....	.....	.....	.....	3	833 75	533	1 56
Stanley, M. & P.	5	4,200 00	936	4 49	50	25,455 16	14,521	1 75
Whitcomb & Morris.	1	200 00	200	1 00	2	975 00	600	1 62
Winona Bridge Ry. Co.	1	300 00	513	96	5	2,136 65	1,491	1 43
Wisconsin Central	113	161,302 63	40,804	3 95	1,458	594,255 74	346,843	1 71
Wisconsin & Michigan..	12	12,420 00	5,304	2 34	67	32,619 78	20,344	1 6
Wisconsin & Northern..	10	2,021 63	456	4 43	8	1,849 08	900	2 00
Total	8,622	\$9,075,519 01	2,789,294	\$3 25	94,807	\$45,482,755 90	25,974,095	\$1 75

WHOLE LINE, 1907—Continued.
of the Foregoing.

Maintenance of Equipment.				Conducting Transportation.			
No.	Total yearly compensation.	Number of days worked.	Average daily compensation.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
4	\$1,574 55	1,105	\$1 43	6	\$4,229 82	2,000	\$2 12
5	3,355 10	1,187	2 83	19	10,631 04	5,065	2 09
2	739 89	287	2 55	14	11,621 82	5,009	2 32
8,842	5,984,843 06	2,765,984	2 16	10	5,712 25	2,422	2 35
4,418	3,264,229 91	1,396,277	2 35	18,992	13,885,003 08	5,942,334	2 34
1,394	999,332 63	434,228	2 30	20,123	15,849,409 25	6,214,302	2 55
9,887	7,222,119 64	3,034,848	2 39	3,618	3,154,909 01	1,134,010	2 78
510	334,080 11	163,245	2 06	14,633	13,295,982 31	5,073,349	2 62
3	800 08	491	1 75	1,001	1,003,297 68	390,960	2 73
				15	6,727 06	3,442	1 96
				5	2,320 00	1,666	1 33
1	600 00	300	2 00	3	1,600 00	550	2 91
3	3,562 86	1,121	3 18	8	5,036 89	1,979	2 56
282	260,726 22	120,978	1 98	3	3,258 05	1,467	2 22
				988	810,081 16	333,244	2 43
				10	4,724 31	2,448	1 98
8,316	3,428,532 53	1,573,448	2 17	13,217	8,129,989 77	3,265,392	2 50
74	43,903 23	22,085	1 98	158	100,571 62	44,988	2 24
4	3,063 59	1,276	2 40	17	10,076 86	4,245	2 37
1	147 18	77	1 91	13	6,459 82	2,741	2 35
6,299	4,744,980 61	2,077,973	2 28	15,527	13,948,039 28	6,050,750	2 30
13	4,354 83	2,601	1 62	6	2,913 78	1,576	1 85
12	7,802 16	3,191	2 44	33	13,503 82	9,065	2 04
3	1,606 50	714	2 25	60	62,006 06	21,840	2 84
				17	7,951 00	3,463	2 29
1	766 34	292	2 62	23	12,019 65	5,805	2 07
1,349	974,091 61	450,968	2 16	2,199	1,920,049 39	745,644	2 57
5,832	4,406,256 94	1,878,583	2 35	10,770	10,210,387 35	3,687,918	2 77
2	1,354 44	363	3 26	10	9,594 47	3,258	2 94
				3	2,059 21	936	2 20
11	5,075 12	2,308	2 20	38	25,993 72	12,581	2 07
				2	1,200 00	826	2 01
985	525,234 88	248,379	2 11	2,125	1,717,481 24	693,751	2 48
42	28,455 86	15,216	1 87	68	50,384 72	22,514	2 23
1	40 98	8	5 11	11	4,210 15	1,589	2 73
48,416	\$32,405,034 75	14,257,310	\$2 27	103,693	\$34,291,336 39	33,068,943	\$2 51

EMPLOYEES AND SALARIES—WHOLE LINE, 1907—Continued.

Total, Including General Officers.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....	19	\$10,249 48	5,439	\$1 88
Ahnapee & Western.....	48	22,689 94	13,414	1 69
Ashland, Odanah & Marengo.....	76	32,338 09	15,168	2 13
Bayfield Transfer	33	20,324 23	8,855	2 29
Chicago, Milwaukee & St. Paul.....	38,816	26,596,874 20	12,149,408	2 19
Chicago & Northwestern.....	42,783	27,648,633 68	12,062,006	2 29
Chi., St. Paul, Minneapolis & Omaha	7,321	5,690,580 87	2,315,327	2 42
Chicago, Burlington & Quincy.....	41,863	31,565,642 67	13,681,981	2 31
Chicago, Lake Shore & Eastern.....	1,993	1,613,088 75	676,785	2 38
Chicago, Harvard & Geneva Lake.....	32	12,422 06	6,506	1 91
Chicago & Lake Superior.....	7	4,500 00	2,343	1 92
Chippewa River & Northern.....	10	4,150 00	1,950	2 13
Chippewa Valley & Northern.....	21	8,908 26	4,068	2 17
Drummond & Southwestern.....	22	16,277 71	8,567	1 90
Duluth, South Shore & Atlantic.....	2,082	1,537,978 38	715,584	2 15
Fairchild & Northwestern	50	16,564 88	9,888	1 68
Great Northern.....	39,606	19,100,657 66	9,022,552	2 12
Green Bay & Western.....	385	218,040 49	108,901	2 00
Hawthorne, Nebagamon & Superior..	26	15,760 62	6,753	2 33
Hazelhurst & Southeastern.....	19	8,821 29	4,024	2 19
Illinois Central.....	32,121	24,793,792 69	11,806,983	2 10
Iola & Northern.....	7	3,244 18	1,812	1 79
Kewaunee, Green Bay & Western.....	87	39,793 67	22,068	1 80
Lake Superior Terminal & Transfer..	96	85,087 57	32,074	2 65
Marinette, Tomahawk & Western.....	67	24,366 75	12,598	1 94
Mineral Point & Northern.....	54	26,900 27	12,604	2 14
Mpls., St. Paul & Sault Ste. Marie..	6,643	4,006,200 99	2,039,090	2 25
Northern Pacific	36,145	24,373,793 95	10,467,013	2 33
Northwestern Coal R'y Co.....	20	15,162 45	5,484	2 76
Oshkosh Transportation Co.....	7	2,717 46	1,582	1 74
Roddis Lbr. & Vencer Co., Log. Ry.	6	2,392 98	1,469	2 10
Stanley, Merrill & Phillips	102	60,724 00	30,346	2 00
Whitcomb & Morris.....	5	2,435 00	1,426	1 70
Winona Bridge R'y Co.....	6	2,436 65	1,804	1 35
Wisconsin Central	4,681	2,996,274 49	1,329,777	2 25
Wisconsin & Michigan	188	123,880 36	63,378	1 95
Wisconsin & Northern.....	30	8,061 74	2,903	2 78
Total	255,535	\$171,264,080 05	76,683,948	\$2 23

EMPLOYEES AND SALARIES, WHOLE LINE, 1907 Concluded.

Total, Excluding General Officers.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....	19	\$10,249 48	5,439	\$1 88
Ahnapee & Western.....	43	21,535 03	12,779	1 69
Ashland, Odanah & Marengo.....	73	30,885 66	14,856	2 08
Bayfield Transfer.....	31	17,414 23	8,215	2 18
Chicago, Milwaukee & St. Paul.....	38,774	26,254,228 60	12,134,078	2 16
Chicago & Northwestern.....	42,754	27,284,480 38	12,042,675	2 27
Chi., St. P., Minneapolis & Omaha.....	7,348	5,461,379 46	2,303,282	2 37
Chicago, Burlington & Quincy.....	41,715	30,829,700 25	13,627,911	2 26
Chicago, Lake Shore & Eastern.....	1,988	1,594,088 91	675,220	2 36
Chicago, Harvard & Geneva Lake.....	81	11,222 08	6,140	1 83
Chicago & Lake Superior.....	6	2,700 00	1,978	1 36
Chippewa River & Northern.....	10	4,150 00	1,950	2 13
Chippewa Valley & Northern.....	15	7,653 25	3,508	2 13
Drummond & Southwestern.....	22	16,277 71	8,567	1 90
Duluth, South Shore & Atlantic.....	2,063	1,490,065 18	710,391	2 10
Fairchild & Northeastern.....	45	15,104 88	8,949	1 67
Great Northern.....	39,584	18,952,910 33	9,015,950	2 12
Green Bay & Western.....	380	206,640 49	107,341	1 98
Hawthorne, Nebagamon & Superior.....	26	15,700 62	6,753	2 33
Hazelhurst & Southeastern.....	19	8,821 29	4,024	2 19
Illinois Central.....	32,064	24,448,021 90	11,788,732	2 07
Iola & Northern.....	7	3,244 18	1,812	1 79
Kewaukee, Green Bay & Western.....	82	35,903 67	20,503	1 76
Lake Superior Terminal & Transfer.....	94	84,427 57	31,344	2 69
Marinette, Tomahawk & Western.....	66	22,569 75	12,233	1 84
Mineral Point & Northern.....	50	21,460 27	11,356	1 89
Mpls., St. Paul & Sault Ste. Marie.....	6,631	4,521,080 95	2,084,894	2 17
Northern Pacific.....	36,093	24,065,324 48	10,439,506	2 30
Northwestern Coal R'y Co.	19	14,262 45	5,334	2 67
Oshkosh Transportation Co.	6	1,717 50	937	1 83
Roddis L. & V. Co., Logging R'y....	6	2,892 96	1,469	2 10
Stanley, Merrill & Phillips.....	98	57,724 00	29,722	1 94
Whitcomb & Morris.....	4	2,235 00	1,226	1 71
Winona Bridge R'y Co.	6	2,436 65	1,804	1 35
Wisconsin Central.....	4,669	2,923,175 20	1,325,327	2 21
Wisconsin & Michigan.....	182	114,160 36	60,816	1 89
Wisconsin & Northern.....	24	6,567 46	2,747	2 43
Total	255,056	\$168,533,139 18	76,519,868	\$2 20

EMPLOYEES AND SALARIES—WISCONSIN, 1907.

Paid by Roads Operating in Wisconsin as Reported to the Railroad Commission
for the Year Ending June 30, 1907.

General Officers.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....				
Ahnapee & Western.....	5	\$1,154 91	635	\$1 82
Ashland, Odanah & Marengo.....	3	1,473 03	312	4 72
Bayfield Transfer.....	2	2,910 00	640	4 53
Chicago, Milwaukee & St. Paul.....	11	92,562 94	4,142	22 35
Chicago & Northwestern.....				
C., St. Paul, Minneapolis & Omaha.....	3	10,600 01	1,095	9 68
Chicago, Burlington & Quincy.....	2	5,768 65	730	7 90
Chicago, Lake Shore & Eastern.....	5	436 80	36	12 14
Chicago, Harvard & Geneva Lake.....	1	800 00	182	3 30
Chicago & Lake Superior.....	1	1,800 00	365	4 93
Chippewa River & Northern.....				
Chippewa Valley & Northern.....	6	1,250 00	500	2 50
Drummond & Southwestern.....				
Duluth, South Shore & Atlantic.....				
Fairchild & Northeastern.....	5	1,400 00	939	1 55
Great Northern.....				
Green Bay & Western.....	5	11,400 00	1,560	7 31
Hawthorne, Nebagamon & Superior.....				
Hazelhurst & Southeastern.....				
Illinois Central.....	1	2,625 00	495	5 30
Iola & Northern.....				
Kewaunee, Green Bay & Western.....	5	3,800 00	1,565	2 43
Lake Superior Terminal & Transfer.....	2	660 00	730	90
Marinette, Tomahawk & Western.....	1	1,800 00	365	4 93
Mineral Point & Northern.....	4	5,500 00	1,248	4 41
Mpls., St. Paul & Sault Ste. Marie.....	2	13,580 03	673	20 18
Northern Pacific.....				
Northwestern Coal R'y Co.....	1	900 00	150	6 00
Oshkosh Transportation Co.....	2	999 96	625	1 58
Roddie L. & V. Co., Logging R'y.....				
Stanley, Merrill & Phillips.....	4	3,000 00	624	4 81
Whitcomb & Morris.....	1	200 00	200	1 00
Winona Bridge R'y Co.....				
Wisconsin Central.....	10	63,886 97	3,736	16 88
Wisconsin & Northern.....	6	1,514 28	156	9 70
Total.....	88	\$229,903 13	21,753	\$10 57

EMPLOYEES AND SALARIES—WISCONSIN, 1907—Continued.

Other Officers and General Office Clerks.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....	2	\$1,380 00	180	\$7 66
Ahnapee & Western.....	2	898 68	550	1 63
Ashland, Odanah & Marengo.....	1	1,188 07	313	3 81
Bayfield Transfer	2	462 30	282	2 08
Chicago, Milwaukee & St. Paul.....	199	178,991 09	62,708	2 86
Chicago & Northwestern	4	12,449 96	1,252	9 94
Chicago, St. Paul, Mpls. & Omaha...	17	16,296 87	6,206	2 63
Chicago, Burlington & Quincy.....	13	10,931 21	4,069	2 69
Chicago, Lake Shore & Eastern.....	80	1,735 83	979	1 77
Chicago, Harvard & Geneva Lake.....	1	317 50	182	1 74
Chicago & Lake Superior.....				
Chippewa River & Northern.....				
Chippewa Valley & Northern.....				
Drummond & Southwestern.....	1	200 00	312	.64
Duluth, South Shore & Atlantic.....				
Fairchild & Northeastern.....				
Great Northern.....	1	3,802 26	398	9 68
Green Bay & Western.....	13	7,241 25	2,882	2 51
Hawthorne, Nebagamon & Superior..				
Hazelhurst & Southeastern.....				
Illinois Central	5	3,475 16	1,697	2 05
Iola & Northern.....				
Kewaunee, Green Bay & Western....	6	2,310 00	1,288	1 79
Lake Superior Terminal & Transfer..	5	4,899 99	1,679	2 92
Marquette, Tomahawk & Western....	2	1,320 00	528	2 50
Mineral Point & Northern	6	1,331 66	1,133	1 17
Mnpls., St. Paul & Sault Ste. Marie..	35	33,698 93	12,881	2 61
Northern Pacific	1	314 73	159	1 98
Northwestern Coal R'y Co.....	2	790 00	338	2 34
Oshkosh Transportation Co.....				
Roddie L. & V. Co., Logging R'y.....				
Stanley, Merrill & Phillips.....	3	3,145 12	888	3 54
Whitcomb & Morris.....				
Winona Bridge R'y Co.....				
Wisconsin Central	167	177,363 18	59,286	2 99
Wisconsin & Northern	4	507 35	300	1 69
Total	570	\$466,101 04	180,427	\$2 90

EMPLOYEES AND SALARIES—WISCONSIN, 1907.—Continued.

Station Agents.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....	1	\$720 00	313	\$2 30
Ahnapee & Western.....	5	2,784 00	1,505	1 85
Ashland, Odanah & Marengo.....	1	519 02	270	1 92
Bayfield Transfer				
Chicago, Milwaukee & St. Paul.....	342	193,795 57	107,153	1 81
Chicago & Northwestern.....	277	207,600 54	83,571	2 48
Chicago, St. Paul, Mnpls. & Omaha..	88	71,008 07	27,456	2 59
Chicago, Burlington & Quincy.....	20	20,383 59	9,490	2 15
Chicago, Lake Shore & Eastern.....	1	1,020 00	365	2 80
Chicago, Harvard & Lake Geneva.....	1	75 65	45	1 65
Chicago & Lake Superior.....	1	490 00	365	1 36
Chippewa River & Northern.....				
Chippewa Valley & Northern.....				
Drummond & Southwestern.....				
Duluth, South Shore & Atlantic.....	9	6,977 50	2,934	2 38
Fairchild & Northeastern.....	3	1,119 96	721	1 55
Great Northern	7	6,437 10	1,992	3 23
Green Bay & Western.....	30	16,908 00	9,139	1 85
Hawthorne, Nebagamon & Superior..	1	672 90	336	2 00
Hazelhurst & Southeastern.....	2	597 32	300	1 99
Illinois Central	15	11,531 75	6,101	1 89
Iola & Northern	1	780 00	312	2 50
Kewaunee, Green Bay & Western....	3	1,980 00	1,070	1 85
Lake Superior Terminal & Transfer..	1	1,260 00	365	3 45
Marquette, Tomahawk & Western....	2	900 00	600	1 50
Mineral Point & Northern	4	2,346 00	1,248	1 88
Mnpls., St. Paul & Sault Ste. Marie.	47	31,559 83	16,579	1 90
Northern Pacific	9	9,055 43	3,127	2 90
Northwestern Coal R'y Co.....				
Oshkosh Transportation Co.....				
Roddis L. & V. Co., Logging R'y....				
Stanley, Merrill & Phillips.....	2	1,238 24	468	2 65
Whitcomb & Morris.....				
Winona Bridge R'y Co.....				
Wisconsin Central	123	103,980 98	45,749	2 27
Wisconsin & Northern.....	3	1,069 58	353	3 11
Total	1,005	\$606,916 03	321,926	\$2 13

EMPLOYEES AND SALARIES—WISCONSIN, 1907—Continued.

Other Station Men.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....				
Ahnapee & Western.....	8	\$1,171 37	781	\$1 50
Ashland, Odanah & Marengo.....				
Bayfield Transfer.....	2	530 27	285	2 00
Chicago, Milwaukee & St. Paul.....	1,023	518,281 46	320,107	1 62
Chicago & Northwestern.....	961	502,147 61	288,899	1 74
Chicago, St. Paul, Mnpls & Omaha.....	135	77,423 58	42 120	1 84
Chicago, Burlington & Quincy.....	27	16,291 27	8,451	1 93
Chicago, Lake Shore & Eastern.....	7	3,577 85	2,605	1 37
Chicago, Harvard & Geneva Lake.....				
Chicago & Lake Superior.....	1	180 00	312	56
Chippewa River & Northern.....				
Chippewa Valley & Northern.....				
Drummond & Southwestern.....				
Duluth, South Shore & Atlantic.....	17	9,996 30	5,541	1 80
Fairchild & Northeastern.....				
Great Northern.....	168	51,940 07	27,574	1 88
Green Bay & Western.....	20	7,240 03	4,827	1 50
Hawthorne, Nebagamon & Superior.....				
Hazelhurst & Southeastern.....				
Illinois Central.....	4	2,760 00	1,525	1 81
Iola & Northern.....	1	31 20	312	10
Kewaunee, Green Bay & Western.....	10	3,139 95	2,243	1 40
Lake Superior Terminal & Transfer.....	5	3,571 94	1,836	1 95
Marinette, Tomahawk & Western.....	2	660 00	480	1 50
Mineral Point & Northern.....	3	256 35	794	36
Mnpls., St. Paul & Sault Ste. Marie.....	29	11,406 08	9,415	1 21
Northern Pacific.....	28	20,994 54	11,094	1 89
Northwestern Coal R'y Co.....	1	533 39	311	1 72
Oshkosh Transportation Co.....				
Roddie L. & V. Co., Logging R'y.....				
Stanley, Merrill & Phillips.....	2	818 27	475	1 72
Whitcomb & Morris.....				
Winona Bridge R'y Co.....				
Wisconsin Central.....	295	170,160 28	97,443	1 74
Wisconsin & Northern.....	1	200 00	150	1 33
Total.....	2,745	\$1,403,241 84	827,450	\$1 70

EMPLOYEES AND SALARIES—WISCONSIN, 1907—Continued.

Enginemen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....	1	\$1,062 27	322	\$3 22
Ahnapee & Western.....	2	1,419 23	389	3 65
Ashland, Odanah & Merengo.....	2	3,177 58	953	3 34
Bayfield Transfer	2	1,845 75	615	3 00
Chicago, Milwaukee & St. Paul.....	487	597,581 04	152,060	3 93
Chicago & Northwestern.....	458	663,611 40	161,821	4 10
Chicago, St. Paul, Minneapolis & O.	171	250,817 65	53,352	4 70
Chicago, Burlington & Quincy.....	55	37,326 52	20,075	4 35
Chicago, Lake Shore & Eastern.....	8	8,483 75	2,751	3 09
Chicago, Harvard & Geneva Lake.....	1	436 50	183	2 38
Chicago & Lake Superior.....	1	600 00	313	1 92
Chippewa River & Northern.....	2	1,909 86	600	3 18
Chippewa Valley & Northern.....	1	1,273 38	410	3 12
Drummond & Southwestern	13	20,119 79	5,105	3 90
Fairchild & Northeastern	2	1,013 10	387	2 62
Great Northern	26	28,516 85	5,630	4 14
Green Bay & Western.....	16	18,885 40	4,906	3 86
Hawthorne, Nebagamon & Superior..	3	2,502 41	769	3 25
Hazelhurst & Southeastern.....	3	1,687 61	569	2 96
Illinois Central.....	3	8,104 52	1,785	4 54
Iola & Northern.....	1	990 61	312	3 18
Kewaunee, Green Bay & Western....	3	2,729 28	715	3 82
Lake Superior Terminal & Transfer..	10	11,871 43	3,291	3 61
Marinette, Tomahawk & Western....	4	2,439 00	813	3 00
Mineral Point & Northern.....	3	2,511 85	757	3 32
Mpls., St. P. & Sault Ste. Marie....	40	59,141 04	14,172	4 17
Northern Pacific.....	21	32,626 19	7,573	4 31
Northwestern Coal Ry. Co.....	2	2,547 77	660	3 75
Oshkosh Transportation Co.....	1	749 13	322	2 31
Roddis Lbr. & Veneer Co., Log. Ry.	6	5,990 34	2,192	2 73
Stanley, Merrill & Phillips	1	720 00	313.	2 30
Whitcomb & Morris	174	244,567 99	61,444	3 98
Winona Bridge Ry. Co.....	2	1,064 04	261	4 20
Wisconsin Central				
Wisconsin & Northern.....				
Total	1,525	\$2,068,359 28	505,949	\$4 08

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Firemen.

Name of Company.	No.	Total yearly compen- sation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern	1	\$820 14	383	\$1 92
Ahnapee & Western	2	1,277 20	564	2 15
Ashland, Odanah & Marengo	3	1,897 24	933	2 04
Bayfield Transfer	2	1,068 20	543	2 00
Chicago, Milwaukee & St. Paul.....	406	856,006 64	143,202	2 40
Chicago & Northwestern	561	471,813 68	194,999	2 43
Chicago, St. Paul, Minneapolis & O..	171	155,514 19	53,352	2 91
Chicago, Burlington & Quincy.....	54	47,697 79	19,710	2 43
Chicago, Lake Shore & Eastern.....	5	3,459 85	1,735	1 99
Chicago, Harvard & Geneva Lake.....	1	344 88	207	1 66
Chicago & Lake Superior				
Chippewa River & Northern	1	400 00	200	2 00
Chippewa Valley & Northern	2	980 14	479	2 05
Drummond & Southwestern	1	895 74	478	1 87
Duluth, South Shore & Atlantic	13	12,065 35	5,123	2 36
Fairchild & Northeastern	2	721 25	375	1 92
Great Northern	29	14,762 40	5,540	2 66
Green Bay & Western	21	16,373 06	7,063	2 40
Hawthorne, Nebagamon & Superior..	3	1,509 19	754	2 00
Hazelhurst & Southeastern	3	1,155 09	569	2 03
Illinois Central	3	4,864 52	1,781	2 73
Iola & Northern	1	540 00	312	1 73
Kewaunee, Green Bay & Western.....	3	2,448 91	1,080	2 40
Lake Superior Terminal & Transfer..	10	6,992 37	3,291	2 19
Marquette, Tomahawk & Western	5	1,606 00	843	2 00
Mineral Point & Northern	3	1,607 81	756	2 20
Minneapolis, St. Paul & S. Ste. M....	40	37,675 04	14,172	2 66
Northern Pacific	21	20,866 14	7,573	2 76
Northwestern Coal Ry. Co.....	1	823 71	321	2 57
Oshkosh Transportation Co.....				
Roddis L. & V. Co., Logging Ry.....	1	566 07	307	1 92
Stanley, Merrill & Phillips	6	3,890 34	2,087	1 85
Whitcomb & Morris	1	540 00	313	1 74
Winona Bridge Ry. Co.....				
Wisconsin Central	191	150,063 52	60,704	2 47
Wisconsin & Northern	2	547 01	261	2 09
Total	1,629	\$1,322,269 43	529,894	\$2 50

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Conductors.

Name of Company.	No.	Total yearly compen- sation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern	1	\$742 90	323	\$3 31
Ahnapee & Western	2	1,215 80	405	3 00
Ashland, Odanah & Marengo	2	1,800 08	777	2 32
Bayfield Transfer	3	1,849 48	519	2 60
Chicago, Milwaukee & St. Paul	292	368,006 18	91,507	3 89
Chicago & Northwestern	371	428,732 62	110,486	3 88
Chicago, St. Paul, Minneapolis & O.	116	147,892 50	36,198	4 09
Chicago, Burlington & Quincy	39	45,987 75	13,870	3 31
Chicago, Lake Shore & Eastern				
Chicago, Harvard & Geneva Lake	9	1,359 82	702	1 97
Chicago & Lake Superior	1	480 00	312	1 53
Chippewa River & Northern	1	600 00	150	4 00
Chippewa Valley & Northern	4	2,146 89	800	2 68
Drummond & Southwestern				
Duluth, South Shore & Atlantic	11	14,736 77	4,233	3 48
Fairchild & Northeastern	1	630 00	315	2 00
Great Northern	60	43,343 11	12,460	3 47
Green Bay & Western	13	12,242 64	4,372	2 80
Hawthorne, Nebagamon & Superior	3	1,849 01	616	3 00
Hazelhurst & Southeastern	2	1,447 72	520	2 78
Illinois Central	2	8,192 23	2,117	3 87
Iola & Northern				
Kewaunee, Green Bay & Western	3	2,700 00	982	2 75
Lake Superior Terminal & Transfer				
Marinette, Tomahawk & Western	4	2,226 00	742	3 00
Mineral Point & Northern	3	2,298 89	739	3 11
Minneapolis, St. Paul & S. Ste. M.	37	44,976 86	12,043	3 74
Northern Pacific	7	11,333 20	2,932	3 87
Northwestern Coal Ry. Co.	1	1,200 00	312	3 85
Oshkosh Transportation Co.				
Roddis L. & V. Co., Logging Ry.	1	715 01	307	2 31
Stanley, Merrill & Phillips	6	3,592 43	1,685	2 13
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	147	151,993 60	40,965	3 71
Wisconsin & Northern	2	816 62	261	3 13
Total	1,142	\$1,289,008 12	341,706	\$3 77

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Other Trainmen.

Name of Company.	No.	Total yearly compen- sation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern	1	\$614 51	355	\$1 73
Ahnapee & Western	2	1,008 18	419	2 40
Ashland, Odanah & Marengo	2	1,991 80	945	2 10
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	586	408,714 49	133,209	2 22
Chicago & Northwestern	804	617,471 05	249,451	2 43
Chicago, St. Paul, Minneapolis & O.	249	200,717 24	77,698	2 58
Chicago, Burlington & Quincy	51	46,154 34	19,615	2 48
Chicago, Lake Shore & Eastern				
Chicago, Harvard & Geneva Lake	4	1,222 68	680	1 94
Chicago & Lake Superior				
Chippewa River & Northern	1	800 00	200	3 00
Chippewa Valley & Northern				
Drummond & Southwestern	1	1,084 56	579	1 87
Duluth, South Shore & Atlantic	30	24,616 83	10,778	2 28
Fairchild & Northeastern	1	667 50	285	2 41
Great Northern	174	69,893 94	26,168	2 69
Green Bay & Western	21	12,113 80	6,379	1 90
Hawthorne, Nebagamon & Superior	5	2,141 98	1,070	2 00
Hazelhurst & Southeastern	3	1,572 08	738	2 00
Illinois Central	2	9,007 74	3,386	2 66
Iola & Northern				
Kewaunee Green Bay & Western	4	2,255 68	1,187	1 90
Lake Superior Terminal & Transfer	26	33,869 27	10,132	3 34
Marinette, Tomahawk & Western				
Mineral Point & Northern	3	1,675 30	763	2 20
Minneapolis, St. Paul & S. Ste. M.	94	63,975 22	27,715	2 31
Northern Pacific	29	21,731 10	8,109	2 68
Northwestern Coal Ry. Co.	3	3,347 82	829	3 77
Oshkosh Transportation Co.				
Roddis L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	11	6,246 45	3,444	1 81
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	364	308,988 62	120,237	2 53
Wisconsin & Northern	2	496 78	261	1 89
Total	2,456	\$1,835,160 88	758,740	\$2 43

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Machinists.

Name of Company.	No.	Total yearly compen- sation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern				
Ahnapee & Western				
Ashland, Odanah & Marengo	3	\$1,897 00	548	\$3 28
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	197	206,931 89	59,901	3 63
Chicago & Northwestern	222	209,929 13	69,173	3 09
Chicago, St. Paul, Minneapolis & O.	87	67,363 90	27,144	2 48
Chicago, Burlington & Quincy	37	32,843 64	11,581	2 84
Chicago, Lake Shore & Eastern				
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern	1	1,028 50	313	5 22
Duluth, South Shore & Atlantic				
Fairchild & Northeastern				
Great Northern	81	47,548 69	13,414	3 47
Green Bay & Western	18	15,288 07	5,705	2 68
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central				
Iola & Northern				
Kewaunee, Green Bay & Western				
Lake Superior Terminal & Transfer	3	2,135 74	539	3 93
Marquette, Tomahawk & Western				
Mineral Point & Northern	1	766 34	292	2 62
Minneapolis, St. Paul & S. Ste. M.				
Northern Pacific				
Northwestern Coal Ry. Co.				
Oshkosh Transportation Co.				
Roddis L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	2	1,656 00	624	2 65
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	212	190,595 76	56,598	2 84
Wisconsin & Northern				
Total	864	\$747,394 57	242,730	\$3 06

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Carpenters.

Name of Company.	No.	Total yearly compen- sation.	Number of days worked.	Average daily compen- sation.
Abbotsford & Northeastern				
Ahnapee & Western				
Ashland, Odanah & Marengo				
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	317	\$199,878 51	89,648	\$2 25
Chicago & Northwestern	403	296,449 00	131,400	2 26
Chicago, St. Paul, Minneapolis & O.	276	185,658 87	86,112	2 16
Chicago, Burlington & Quincy	50	37,117 79	15,650	2 37
Chicago, Lake Shore & Eastern	3	2,068 80	935	2 24
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern	1	800 00	300	2 00
Drummond & Southwestern	1	1,069 26	395	2 89
Duluth, South Shore & Atlantic	13	9,329 86	3,801	2 40
Fairchild & Northeastern				
Great Northern	10	33,001 89	8,519	2 70
Green Bay & Western	12	8,172 40	3,997	2 06
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central	7	6,344 34	2,633	2 41
Iola & Northern				
Kewaunee, Green Bay & Western				
Lake Superior Terminal & Transfer				
Marinette, Tomahawk & Western	3	1,606 50	714	2 26
Mineral Point & Northern				
Minneapolis, St. Paul & S. Ste. M.	34	24,235 82	10,054	2 42
Northern Pacific	7	6,077 79	2,355	2 58
Northwestern Coal Ry. Co.				
Oshkosh Transportation Co.				
Roddie L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	3	2,160 00	935	2 31
Whitcomb & Morris				
Winona Bridge Ry. Co.				
Wisconsin Central	179	110,537 96	49,529	2 23
Wisconsin & Northern				
Total	1,319	\$214,066 79	495,064	\$2 25

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Other Shopmen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern				
Ahnapee & Western	1	\$480 00	312	\$1 54
Ashland, Odanah & Marengo.....	2	1,458 10	639	2 28
Bayfield Transfer	2	789 89	287	2 75
Chicago, Milwaukee & St. Paul	1,872	1,074,207 98	546,689	1 96
Chicago & Northwestern.....	692	397,678 08	198,251	2 03
Chicago, St. Paul, Minneapolis & O.....	118	78,079 70	38,816	2 12
Chicago, Burlington & Quincy.....	127	86,491 57	39,751	2 18
Chicago, Lake Shore & Eastern.....	5	2,725 90	1,412	1 93
Chicago, Harvard & Geneva Lake....	2	430 04	245	1 75
Chicago & Lake Superior.....				
Chippewa River & Northern.....				
Chippewa Valley & Northern.....				
Drummond & Southwestern.....	1	875 10	443	1 98
Duluth, South Shore & Atlantic.....	8	5,562 54	2,979	1 87
Fairchild & Northeastern				
Great Northern	767	314,130 25	161,092	1 95
Green Bay & Western.....	48	26,486 68	15,135	1 75
Hawthorne, Nebagamon & Superior..	4	3,063 59	1,276	2 40
Hazelhurst & Southeastern				
Illinois Central	4	2,322 61	1,095	2 12
Iola & Northern				
Kewaunee, Green Bay & Western.....	3	1,740 00	1,036	1 69
Lake Superior Terminal & Transfer..	9	5,666 42	2,603	2 18
Marinette, Tomahawk & Western.....				
Mineral Point & Northern				
Mpls., St. Paul & Sault Ste. Marie ..	1	483 81	188	2 57
Northern Pacific	21	13,732 60	6,384	2 15
Northwestern Coal Ry. Co.....				
Oshkosh Transportation Co.....				
Roddis L. & V. Co., Logging Ry.....				
Stanley, Merrill & Phillips	6	3,636 45	2,015	1 80
Whitcomb & Morris				
Wisconsin Central	374	160,068 90	87,478	1 83
Wisconsin & Northern				
Total	3,995	\$2,180,128 21	1,104,126	\$1 97

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Section Foremen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	2	\$1,000 00	630	\$1 73
Ahnapee & Western	5	2,550 02	1,700	1 50
Ashland, Odanah & Marengo	4	2,228 17	1,074	2 08
Bayfield Transfer	1	720 00	360	2 00
Chicago, Milwaukee & St. Paul	238	147,964 88	90,334	1 64
Chicago & Northwestern	342	200,510 39	108,603	1 94
Chicago, St. Paul, Mpls. & Omaha	133	83,270 84	41,496	2 01
Chicago, Burlington & Quincy	36	25,238 86	13,140	1 92
Chicago, Lake Shore & Eastern	1	720 00	365	1 97
Chicago, Harvard & Geneva Lake	1	430 00	312	1 58
Chicago & Lake Superior	2	800 00	400	2 00
Chippewa River & Northern	6	2,016 36	1,419	1 42
Chippewa Valley & Northern	1	680 26	367	1 85
Drummond & Southwestern	21	13,818 75	7,782	1 78
Duluth, South Shore & Atlantic	2	1,072 96	566	1 83
Fairchild & Northeastern	13	9,612 73	5,006	1 92
Great Northern	37	20,070 00	12,544	1 60
Green Bay & Western	1	780 00	312	2 50
Hawthorne, Nebagamon & Superior ..	1	575 10	300	1 95
Hazelhurst & Southeastern	12	6,644 98	3,863	1 72
Illinois Central	1	830 40	236	1 40
Iola & Northern	6	3,300 00	2,063	1 60
Kewaunee, Green Bay & Western	1	814 87	336	2 42
Lake Superior Terminal & Transfer ..	5	2,707 25	1,547	1 75
Marquette, Tomahawk & Western	4	2,640 15	1,210	2 18
Mineral Point & Northern	50	32,337 40	18,398	1 78
Mpls., St. Paul & Sault Ste. Marie ..	21	14,370 35	7,544	1 90
Northern Pacific	1	640 00	312	2 05
Northwestern Coal Ry. Co.	1	780 00	312	2 50
Oshkosh Transportation Co.	1	366 27	209	1 75
Roddis L. & V. Co., Logging Ry.	5	3,206 38	1,601	1 95
Stanley, Merrill & Phillips	1	625 00	300	1 42
Whitcomb & Morris	124	76,401 39	46,372	1 63
Wisconsin Central	2	684 08	300	2 28
Wisconsin & Northern				
Total	1,133	\$680,037 80	366,912	\$1 80

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Other Trackmen.

Names of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	9	\$3,546 66	2,629	\$1 35
Ahnapee & Western	14	6,480 74	4,629	1 49
Ashland, Odanah & Marengo	49	12,472 50	7,274	1 71
Bayfield Transfer	17	10,090 34	5,044	2 00
Chicago, Milwaukee & St. Paul	1,184	515,025 79	370,597	1 39
Chicago & Northwestern	2,796	1,070,655 02	674,828	1 59
Chicago, St. Paul, Mpls. & Omaha ..	773	397,076 28	241,176	1 65
Chicago, Burlington & Quincy	242	113,666 82	75,746	1 50
Chicago, Lake Shore & Eastern	11	5,333 35	3,432	1 55
Chicago, Harvard & Geneva Lake ..	9	1,061 44	664	1 60
Chicago & Lake Superior				
Chippewa River & Northern	5	1,750 00	1,000	1 75
Chippewa Valley & Northern				
Drummond & Southwestern	14	8,575 94	5,300	1 62
Duluth, S. S. & Atlantic	97	51,030 67	31,980	1 60
Fairchild & Northeastern	12	5,302 46	3,449	1 54
Great Northern	908	78,440 73	47,543	1 65
Green Bay & Western	93	32,323 24	23,445	1 40
Hawthorne, Nebagamon & Superior ..	4	1,840 17	920	2 00
Hazelhurst & Southeastern	4	1,639 19	897	1 82
Illinois Central	68	16,726 01	11,456	1 46
Iola & Northern				
Kewaunee, Green Bay & Western	18	6,620 20	4,729	1 40
Lake Superior Terminal & Transfer ..	15	7,644 49	3,933	1 95
Marquette, Tomahawk & Western ..	30	7,779 00	5,186	1 50
Mineral Point & Northern	16	4,702 47	2,916	1 61
Mpls., St. Paul & Sault Ste. Marie ..	243	96,970 37	64,396	1 50
Northern Pacific	167	47,006 58	28,186	1 67
Northwestern Coal Ry. Co.	4	1,840 47	996	1 85
Oshkosh Transportation Co.	2	925 50	617	1 50
Roddie L. & V. Co., Logging Ry.	2	467 48	324	1 44
Stanley, Merrill & Phillips	43	19,547 98	11,791	1 63
Whitcomb & Morris	1	450 00	300	1 75
Wisconsin Central	692	211,249 17	144,090	1 46
Wisconsin & Northern	3	1,125 00	600	1 87
Total	7,569	\$2,739,991 06	1,730 649	\$1 54

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Switchmen, Flagmen and Watchmen.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	1	\$480 00	365	\$1 32
Ahnapee & Western	2	1,160 26	703	1 65
Ashland, Odanah & Marengo	2	1,398 29	832	1 68
Bayfield Transfer	1	540 00	360	1 50
Chicago, Milwaukee & St. Paul	541	408,297 67	160,314	2 40
Chicago & Northwestern	533	445,625 31	179,662	2 48
Chl., Minneapolis, St. Paul & Omaha	111	110,360 99	34,632	3 19
Chicago, Burlington & Quincy	19	17,405 86	6,935	2 15
Chicago, Lake Shore & Eastern	19	20,430 45	6,825	2 99
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior	1	480 00	365	1 32
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	2	568 75	429	1 40
Fairchild & Northeastern	1	552 50	365	1 50
Great Northern	17	8,325 31	5,550	1 50
Green Bay & Western	10	5,662 90	3,307	1 70
Hawthorne, Nebagamon & Superior	2	1,401 37	700	2 00
Hazelhurst & Southeastern				
Illinois Central				
Iola & Northern	1	547 50	312	1 75
Kewaunee, Green Bay & Western	1	540 00	360	1 50
Lake Superior Terminal & Transfer	7	4,431 05	2,560	1 73
Marquette, Tomahawk & Western	5	1,182 00	788	1 50
Mineral Point & Northern				
Mpls., St. Paul & Sault Ste. Marie	2	1,189 49	914	1 30
Northern Pacific	7	4,849 53	2,437	1 99
Northwestern Coal Ry. Co.	2	1,408 20	624	2 25
Oshkosh Transportation Co.				
Roddis L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	2	1,835 80	1,046	1 76
Whitcomb & Morris				
Wisconsin Central	68	31,923 92	24,638	1 33
Wisconsin & Northern				
Total	1,357	\$1,008,562 14	444,123	\$2 41

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Continued.

Telegraph Operators and Dispatchers.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern				
Ahnapee & Western				
Ashland, Odanah & Marengo	1	\$418 90	150	\$2 78
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	186	135,132 70	58,271	2 32
Chicago & Northwestern	241	188,125 42	76,695	2 45
Chicago, St. Paul, Mpls. & Omaha	133	104,210 16	41,496	2 51
Chicago, Burlington & Quincy	31	31,792 02	11,315	2 81
Chicago, Lake Shore & Eastern				
Chicago, Harvard & Geneva Lake				
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	9	5,558 95	3,014	1 84
Fairchild & Northeastern				
Great Northern	14	25,490 87	9,729	2 96
Green Bay & Western	5	2,610 00	1,214	2 15
Hawthorne, Nebagamon & Superior				
Hazelhurst & Southeastern				
Illinois Central	2	3,150 00	1,419	2 22
Iola & Northern				
Kewaunee, Green Bay & Western	2	1,000 00	500	2 00
Lake Superior Terminal & Transfer	1	770 00	365	2 11
Marinette, Tomahawk & Western				
Mineral Point & Northern				
Mpls., St. Paul & Sault Ste. Marie	32	24,019 66	10,917	2 30
Northern Pacific	12	7,511 54	3,725	2 02
Northwestern Coal Ry. Co.				
Oshkosh Transportation Co.				
Roddie L. & V. Co., Logging ky				
Stanley, Merrill & Phillips				
Whitcomb & Morris				
Wisconsin Central	111	71,235 07	38,656	2 12
Wisconsin & Northern				
Total	790	\$601,025 22	251,516	\$2 39

EMPLOYEES AND SALARIES, WISCONSIN, 1907.—Continued.

Other Employees and Laborers.

Name of Company.	No.	Total yearly com- pensation.	Number of days worked.	Average daily com- pensation.
Abbotsford & Northeastern				
Ahnapee & Western	8	\$1,004 55	798	\$1 38
Ashland, Odanah & Marengo	1	418 91	150	2 78
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	2,497	1,806,324 75	837,968	2 15
Chicago & Northwestern	940	680,257 40	285,456	2 17
Chicago, St. Paul, Mpls. & Omaha ..	281	188,301 89	87,072	2 15
Chicago, Burlington & Quincy	74	55,872 51	23,162	2 41
Chicago, Lake Shore & Eastern				
Chicago, Harvard & Geneva Lake	3	382 58	212	1 75
Chicago & Lake Superior				
Chippewa River & Northern				
Chippewa Valley & Northern				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	8	6,110 79	2,927	2 09
Fairchild & Northeastern	21	4,006 16	2,406	1 63
Great Northern	158	138,097 15	65,423	2 12
Green Bay & Western	20	4,056 97	2,439	1 63
Hawthorne, Nebagamon & Superior ..				
Hazelhurst & Southeastern	1	147 18	77	1 91
Illinois Central	17	11,380 23	4,900	2 29
Iola & Northern	1	24 47	16	1 58
Kewaunee, Green Bay & Western	21	5,229 65	3,310	1 58
Lake Superior Terminal & Transfer..	1	500 00	365	1 37
Marinette, Tomahawk & Western	4	21 00	7	3 00
Mineral Point & Northern	4	1,265 45	589	1 51
Mpls., St. Paul & Sault Ste. Marie...	67	62,124 89	32,277	1 93
Northern Pacific	20	10,672 54	5,994	1 78
Northwestern Coal Ry. Co.	2	1,096 15	551	1 99
Oshkosh Transportation Co.	2	51 94	34	1 50
Roddis L. & V. Co., Logging Ry.				
Stanley, Merrill & Phillips	1	700 22	350	1 34
Whitcomb & Morris				
Wisconsin Central	726	362,606 89	196,137	1 83
Wisconsin & Northern				
Total	4,868	\$3,279,363 33	1,556,554	\$2 11

EMPLOYEES AND SALARIES.

Name of Company.	General Administration.				Maintenance of Way and Structures.			
	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & N. E.	2	\$1,380 00	180	\$7 66	11	\$4,639 66	3,259	\$1 42
Ahnapee & Western	6	1,453 59	885	1 64	19	9,030 76	6,329	1 43
Ashland, Odanah & M.	4	2,661 10	624	4 28	53	14,700 67	8,348	1 76
Bayfield Transfer	3	3,011 75	741	4 06	18	10,810 34	5,405	2 00
Chicago, Milw. & St. P.	209	271,573 93	66,830	4 06	2,758	1,546,068 89	862,797	1 79
Chicago & Northwestern ..	2	3,341 60	626	5 34	4,137	1,941,597 01	1,098,622	1 78
Chi., St. P., M. & O.	3	9,580 01	1,772	5 41	1,106	627,845 63	345,072	1 82
Chi., Burlington & Quincy.	15	16,699 86	4,799	3 48	312	194,667 60	112,256	1 73
Chi., Lake Shore & Eastern	40	971 44	288	3 36	12	6,053 75	3,797	1 59
Chi., Harv. & Geneva Lake	3	993 15	410	2 42	12	1,424 02	876	1 61
Chi. & Lake Superior	1	1,800 00	365	4 93	1	480 00	312	1 53
Chippewa Riv. & Northern.	3	9,580 01	1,772	5 41	7	2,550 00	1,400	2 82
Chippewa Val. & Northern.	6	1,250 00	500	2 50	6	2,016 36	1,419	1 42
Drummond & Southwestern	1	200 00	312	64	15	9,256 20	5,667	1 63
Duluth, South Shore & A.					131	74,179 28	43,633	1 70
Fairchild & Northeastern ..	5	1,480 00	939	1 55	3	10,380 57	6,501	1 59
Great Northern	1	3,862 26	368	9 68	926	111,061 35	61,068	1 82
Green Bay & Western	6	12,600 00	1,872	6 73	147	61,065 64	39,956	1 53
Hawthorne, Neb. & Sup.					5	2,620 17	1,232	2 11
Hazelhurst & Southeastern					5	2,214 29	1,206	1 83
Illinois Central	1	700 02	365	1 92	95	31,983 54	20,198	1 68
Iola & Northern					1	330 40	236	1 40
Kewaunee, G. B. & W.	6	4,400 00	1,865	2 36	35	12,535 02	8,447	1 48
Lake Sup. Ter. & Transfer.	8	6,819 99	2,774	2 46	16	8,459 36	4,269	1 96
Marquette, Tomahawk & W.	3	3,100 00	893	3 49	44	11,689 25	7,528	1 55
Mineral Point & Northern.	10	6,831 66	2,381	2 87	20	7,342 62	4,126	1 78
Mpls., St. P. & S. Ste. M.	37	47,269 51	13,554	3 49	351	187,472 93	110,036	1 70
Northern Pacific	4	2,295 96	1,255	1 83	204	75,880 63	42,431	1 79
Northwestern Coal Ry. Co.	2	1,500 00	450	3 33	6	2,813 54	1,391	2 02
Oshkosh Transportation Co.	2	999 96	625	1 58	5	1,717 50	937	1 83
Roddis L. & V. Co. Log Co.					3	833 75	533	1 56
Stanley, Merrill & Phillips	5	4,300 00	936	4 49	50	25,455 16	14,521	1 75
Whitcomb & Morris	1	200 00	200	1 00	2	975 00	600	1 62
Wisconsin Central	97	137,224 01	34,729	3 93	1,234	505,545 28	295,028	1 71
Wisconsin & Northern.	10	2,021 63	456	4 43	8	1,809 08	900	2 00
Total	495	\$350,421 43	142,042	\$3 8811,830	85,464,494 85	3,115,336	\$1 75	

REPORT OF THE RAILROAD COMMISSION.

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WISCONSIN, 1907—Continued.

Maintenance of Equipment.				Conducting Transportation.			
No.	Total yearly com- pensation.	Number of days worked.	Average daily compen- sation.	No.	Total yearly com- pensation.	Number of days worked.	Average daily compen- sation.
4	\$1,574 55	1,105	\$1 42	6	\$4,229 88	2,000	\$2 12
5	3,355 10	1,187	2 83	19	10,631 04	5,065	2 09
2	789 89	287	2 75	14	11,621 89	5,009	2 32
2,399	1,617,104 59	747,355	2 16	10	5,712 25	2,422	2 36
699	574,997 32	217,222	2 65	5,132	3,751,729 00	1,605,768	2 34
431	236,046 30	134,472	2 19	4,607	3,513,250 62	1,496,140	2 55
199	137,959 38	59,063	2 34	1,320	1,214,073 80	412,688	2 94
24	4,965 17	2,480	2 01	326	331,543 30	116,132	2 85
2	480 04	245	1 75	69	38,022 62	14,877	2 56
				15	3,363 86	1,721	1 96
				5	2,220 00	1,066	1 33
1	600 00	300	2 00	3	1,600 00	550	2 91
3	3,562 85	1,121	3 18	8	5,036 59	1,879	2 68
8	5,562 54	2,979	1 87	3	3,258 65	1,497	2 22
				112	100,781 03	40,144	2 51
				10	4,724 31	2,448	1 98
948	361,678 98	174,506	2 07	656	361,678 98	156,304	2 40
74	43,808 28	22,085	1 98	158	100,571 62	44,988	2 24
4	3,063 59	1,376	2 40	17	10,076 86	4,245	2 37
1	147 18	77	1 91	13	6,459 82	2,741	2 35
4	2,322 61	1,095	2 12	45	50,802 92	23,555	2 65
13	4,354 83	2,691	1 62	6	2,913 78	1,576	1 85
12	7,808 16	3,191	2 44	33	18,508 82	9,065	2 04
3	1,606 50	714	2 25	60	62,006 05	21,840	2 84
1	766 34	292	2 62	17	7,951 00	3,463	2 29
37	21,972 28	12,565	1 75	23	12,019 65	5,805	2 07
34	17,442 50	8,300	2 10	318	280,600 30	108,618	2 58
2	1,254 44	385	3 26	122	125,524 17	45,305	2 73
				10	9,564 47	3,258	2 94
11	5,075 12	2,306	2 20	3	2,059 21	986	2 20
830	446,870 74	211,316	2 11	36	25,993 72	12,581	2 07
1	40 88	8	5 11	2	1,260 00	626	2 01
5,632	\$3,607,221 07	1,606,615	\$2 24	1,786	1,461,002 07	590,168	2 48
				11	4,210 15	1,539	2 73
				15,067	\$11,874,024 43	4,748,469	\$2 50

EMPLOYEES AND SALARIES, WISCONSIN, 1907.—Continued.

Total, Including General Officers.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern	19	\$10,249 48	5,439	\$1 88
Ahnapee & Western	48	22,680 94	13,414	1 69
Ashland, Odanah & Marengo	76	32,338 69	15,168	2 13
Bayfield Transfer	33	30,324 23	8,855	3 39
Chicago, Milwaukee & St. Paul	10,483	7,186,475 41	3,282,770	2 19
Chicago & Northwestern	9,535	6,333,188 55	2,807,610	2 26
Chicago, St. P., Mpls. & Omaha	2,862	2,144,567 74	894,004	2 40
Chicago, Burlington & Quincy	882	680,970 14	292,290	2 33
Chicago, Lake Shore & Eastern	145	50,032 58	21,440	2 33
Chicago, Harvard & Geneva Lake	32	6,211 04	3,252	1 91
Chicago & Lake Superior	7	4,500 00	2,343	1 92
Chippewa River & Northern	10	4,150 00	1,950	2 13
Chippewa Valley & Northern	21	8,903 25	4,098	2 17
Drummond & Southwestern	22	16,277 71	8,567	1 90
Duluth, South Shore & Atlantic	251	180,522 85	93,756	2 08
Fairchild & Northeastern	50	16,564 88	9,888	1 68
Great Northern	2,433	858,279 37	395,176	2 17
Green Bay & Western	385	218,040 49	108,901	2 00
Hawthorne, Nebagamon & Superior ..	26	15,790 69	6,758	2 33
Hazelhurst & Southeastern	19	8,821 39	4,024	2 19
Illinois Central	145	96,909 00	44,213	2 19
Iola & Northern	7	3,244 18	1,812	1 79
Kewaunee, Green Bay & Western	97	39,793 67	22,068	1 80
Lake Superior Terminal & Transfer ..	96	85,067 57	32,074	2 65
Marquette, Tomahawk & Western	67	24,366 75	12,596	1 94
Mineral Point & Northern	54	26,960 27	12,604	2 14
Mpls., St. Paul & Sault Ste. Marie ..	743	537,315 02	244,773	2 19
Northern Pacific	364	221,143 26	97,191	2 28
Northwestern Coal R'y Co.	20	15,162 45	5,484	2 76
Oshkosh Transportation Co.	7	2,717 46	1,592	1 74
Roddis Lbr. & Veneer C., Log. R'y ..	6	2,892 98	1,469	2 10
Stanley, Merrill & Phillips	102	60,724 00	30,946	2 00
Whitcomb & Morris	5	2,435 00	1,426	1 70
Wisconsin Central	3,947	2,550,632 10	1,131,241	2 25
Wisconsin & Northern	30	8,081 74	3,903	2 78
Total	33,024	\$21,406,161 78	9,614,462	\$2 23

EMPLOYEES AND SALARIES, WISCONSIN, 1907—Concluded.

Total, Excluding General Officers.

Name of Company.	No.	Total yearly compensation.	Number of days worked.	Average daily compensation.
Abbotsford & Northeastern.....	19	\$10,249 48	5,439	\$1 88
Abnenoa & Western.....	43	21,535 08	12,779	1 69
Ashland, Odanah & Marengo.....	73	30,865 66	14,856	2 08
Bayfield Transfer.....	31	17,414 23	8,215	2 18
Chicago, Milwaukee & St. Paul.....	10,477	7,063,892 57	3,278,628	2 16
Chicago & Northwestern.....	9,535	6,333,186 55	2,907,610	2 26
Chicago, St. Paul, Minneapolis & O.	2,859	2,133,997 73	992,909	2 39
Chicago, Burlington & Quincy.....	880	675,101 49	291,560	2 32
Chicago, Lake Shore & Eastern.....	140	49,595 78	21,404	2 31
Chicago, Harvard & Geneva Lake.....	31	5,611 04	3,070	1 83
Chicago & Lake Superior.....	6	2,700 00	1,978	1 36
Chippewa River & Northern.....	10	4,150 00	1,950	2 13
Chippewa Valley & Northern.....	15	7,653 25	3,598	2 13
Drummond & Southwestern.....	22	16,277 71	8,567	1 90
Duluth, South Shore & Atlantic.....	251	180,522 85	86,756	2 08
Fairchild & Northeastern.....	45	15,104 88	8,949	1 67
Great Northern.....	2,433	858,279 37	395,176	2 17
Green Bay & Western.....	380	206,640 49	107,341	1 93
Hawthorne, Nebagamon & Superior...	26	15,700 62	6,758	2 33
Hazelhurst & Southeastern.....	19	8,821 29	4,084	2 19
Illinois Central.....	144	94,184 06	43,718	2 15
Iola & Northern.....	7	3,944 18	1,813	1 79
Keweenaw, Green Bay & Western.....	89	35,968 67	20,508	1 76
Lake Superior Terminal and Transfer	94	84,427 57	31,344	2 69
Marquette, Tomahawk & Western.....	66	22,566 75	12,233	1 84
Mineral Point & Northern.....	50	21,460 27	11,366	1 89
Mpls., St. Paul & Sault Ste. Marie..	741	523,734 34	244,100	2 15
Northern Pacific.....	364	221,143 26	97,191	2 28
Northwestern Coal R'y Co.....	19	14,262 45	5,334	2 67
Oshkosh Transportation Co.....	5	1,717 50	937	1 83
Roddis Lbr. & Veneer Co., Log. R'y.	6	2,892 96	1,489	2 10
Stanley, Merrill & Phillips.....	98	67,724 00	29,722	1 94
Whitcomb & Morris.....	4	2,235 00	1,226	1 71
Wisconsin Central.....	3,937	2,486,745 13	1,127,456	2 21
Wisconsin & Northern.....	24	6,567 46	2,747	2 43
Total	32,939	\$21,266,258 65	9,593 709	\$2 22

PASSENGER TRAFFIC, WHOLE LINE, 1907.*

Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried—Miles.	Total passenger revenue.
Abbotsford & Northeastern	7,495	100,882	13.45	\$3,646 63
Ahnapee & Western	35,120	815,873	23.23	31,554 50
Chicago, Milwaukee & St. Paul	12,246,478	549,567,987	44.88	12,102,198 22
Chicago & Northwestern	25,574,510	805,562,737	31.50	16,111,798 70
Chi., St. P., Mpls. & Omaha	3,182,835	165,531,049	52.01	3,790,734 35
Chicago, Burlington & Quincy	16,468,395	822,747,007	54.81	19,479,176 52
Duluth, S. S. & Atlantic	691,585	40,284,349	58.26	1,072,283 11
Fairchild & Northeastern	5,007	100,694	19.86	3,868 82
Great Northern	5,275,266	418,978,415	79.57	9,844,297 63
Green Bay & Western	216,810	5,177,720	23.88	128,402 02
Hawthorne, Nebag. & Sup.	667	19,343	5.00	169 84
Hazelhurst & Southeastern	123	1,074	8.74	46 74
Illinois Central	23,441,337	569,931,666	24.31	11,187,539 50
Iola & Northern	8,400	30,060	4.70	1,245 77
Kewaunee, Green Bay & W.	57,780	1,189,192	20.59	30,583 39
Marquette, Tomahawk & W.	16,964	149,278	8.80	6,396 00
Mineral Point & Northern	26,757	310,813	11.62	8,325 57
Mpls., St. P. & S. Ste. Marie	1,336,078	110,461,222	87.17	2,655,549 19
Northern Pacific	6,953,424	722,745,250	108.95	16,330,874 68
Stanley, Merrill & Phillips	10,769	390,988	26.09	7,975 47
Wisconsin Central	1,456,856	78,035,364	53.56	1,566,672 21
Wisconsin & Michigan	66,117	1,259,623	19.05	37,294 01
Wisconsin & Northern	9,032	87,206	9.65	3,523 51
Wisconsin Western	42,722	822,651	19.26	18,114 90
Total	97,128,587	4,364,921,762	44.94	\$63,394,141 93

* See also page 332.

PASSENGER TRAFFIC, WHOLE LINE, 1907—Continued.*

Name of Company.	Average amount received from each passenger.	Average receipts per passenger per mile.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.
Abbotsford & Northern	\$0.49350	\$0.03616	\$4,388 07	\$229 45	\$0.46400
Ahnapee & Western .....	.89848	.03809	37,700 92	1,108 85	.88850
Chicago, Milw. & St. Paul.	.98322	.02202	16,229,790 26	2,231 19	1.19461
Chicago & Northwestern...	.62999	.02002	19,306,364 23	2,556.02	1.10559
Chi. St. P., Mpls. & O....	1.18157	.02272	4,390,827 31	2,574 98	1.15279
Chi., Burlington & Quincy.	1.08835	.02099	23,348,982 72	2,634 31	1.36226
Duluth, S. S. & Atlantic...	1.55047	.02662	1,236,082 10	2,062 64	1.32542
Fairchild & Northeastern...	.78800	.03987	5,606 52	147 54	.....
Great Northern	1.86612	.02351	12,881,184 11	2,368 92	1.60791
Green Bay & Western .....	.59223	.02480	154,671 53	697 43	.64731
Hawthorne, Nebag & Sup..	.25000	.01697	166 84	11 12	.66615
Hazelhurst & Southeastern.	.38000	.08454	151 72	13 79	.04498
Illinois Central .....	.47726	.01963	13,664,967 02	3,196 42	1.10547
Iola & Northern .....	.19465	.04142	1,535 24	326 65	.12085
Kewaunee, Green Bay & W.	.53368	.02563	33,742 83	973 92	.79305
Marquette, Tomahawk & W.	.37686	.04283	7,251 86	165 68	.85618
Mineral Point & Northern.	.32984	.02539	11,502 67	375 90	.80024
Mpls., St. P. & S. Ste. M.	1.99797	.02232	3,276,999 75	1,467 86	1.33950
Northern Pacific	2.34861	.02200	19,192,007 92	3,526 56	1.96397
Stanley, Merrill & Phillips	.74060	.02333	8,046 54	144 49	.....
Wisconsin Central	1.06989	.01997	1,927,851 48	1,968 34	1.01297
Wisconsin & Michigan ....	.56406	.02961	41,235 26	312 89	.32889
Wisconsin & Northern .....	.30872	.04109	3,593 49	135 09	.96552
Wisconsin Western .....	.42402	.02202	29,563 84	549 43	.53990
Total	\$0.09619	\$0.02140	\$115,294,055 23	\$2,559 97	\$1.42940

* See also page 333.

FREIGHT TRAFFIC, WHOLE LINE, 1907.*

Of Roads Operating in Wisconsin as Reported to the Railroad Commission
for the Year Ending June 30, 1907.

Name of Company.	Number of tons of freight car- ried earning revenue.	Number of tons carried one mile.	Average distance haul of one car. Miles.	Total freight revenue.
Abbotsford & Northeastern....	76,125	1,153,137	15.11	\$29,102 97
Abnapee & Western.....	56,720	1,198,680	21.13	37,197 75
Chicago, Milwaukee & St. Paul	23,568,041	5,155,662,231	180.29	44,115,069 16
Chicago & Northwestern	37,678,589	5,428,771,597	144.00	40,083,246 20
Chl., St. P., Mpls. & O.....	7,352,604	1,065,924,828	144.97	9,438,213 04
Chicago, Burlington & Quincy	25,077,910	7,114,843,286	283.71	56,018,683 54
Chippewa Valley & Northern...	71,608	890,162	12.00	19,953 98
Drummond & Southwestern....	74,806	612,731	8.18	25,355 80
Duluth, S. S. & Atlantic.....	3,285,475	237,879,937	72.40	2,025,200 19
Fairchild & Northeastern.....	21,327	429,300	20.13	13,090 23
Great Northern.....	18,221,120	4,920,792,956	270.06	37,175,720 92
Green Bay & Western.....	304,010	38,494,650	97.70	468,163 00
Hawthorne, Nebag. & Sup.....	160,403	4,661,697	15.00	49,813 22
Hazelhurst & Southeastern.....	261,637	1,938,706	7.41	23,861 05
Illinois Central	26,922,868	6,592,022,619	244.85	38,033,270 78
Iola & Northern	15,750	74,025	4.70	5,778 74
Kewaunee, Green Bay & W.....	161,400	4,964,710	30.88	95,874 09
Marinette, Tomahawk & W.....	124,109	1,738,736	14.00	60,309 53
Mineral Point & Northern	134,304	1,409,808	10.50	65,347 55
Mpls., St. P. & Sault Ste. M.	4,954,177	1,158,634,051	233.87	9,506,447 12
Northern Pacific	16,741,470	5,504,444,008	328.79	47,066,243 59
Northwestern Coal Ry. Co.....	384,917	973,940	2.53	25,323 53
Stanley, Merrill & Phillips....	430,054	8,116,333	18.87	135,083 35
Wisconsin Central	4,397,462	809,246,821	184.08	5,610,732 98
Wisconsin & Michigan.....	434,156	12,887,418	29.68	227,443 43
Wisconsin & Northern	9,517	150,613	15.82	3,430 87
Wisconsin Western	45,529	1,909,810	41.95	45,998 09
Total	175,958,223	38,069,806,850	216.34	309,900,893 79

* See also page 334.

FREIGHT TRAFFIC, WHOLE LINE, 1907—Continued.*

Name of Company.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Total freight earnings.	Freight earnings per mile of road.	Freight earnings per train mile.
Abbotsford & Northern	\$0.38231	\$0.02524	\$20,102 97	\$1,919 72	\$3.07684
Ahnapee & Western.....	.65681	.03103	37,197 75	1,094 05	1.74766
C., M. & St. Paul.....	1.54270	.00856	44,141,585 62	6,068 75	2.38592
Chicago & Northwestern...	1.30612	.00904	49,348,060 27	6,535 60	2.46677
Chicago, St. Paul, Minneapolis & Omaha	1.26162	.00894	9,447,868 40	5,540 67	2.10651
Chicago, Burlington & Q.	2.23378	.00787	56,065,798 65	6,325.54	3.10867
Chippewa Valley & Northern .....	.27860	.02319	19,953 96	1,452 18	2.07785
Drummond & Southwestern	.33850	.04138	25,355 89	3,069 74	.....
Duluth, S. S. & Atlantic..	.61644	.00851	2,042,046 50	3,458 63	1.68923
Fairchild & Northeastern.	.61388	.03049	13,000 23	344 48	.....
Great Northern	2.04025	.00755	37,222,848 07	7,121 97	4.24780
Green Bay & Western.....	1.18820	.01216	468,163 00	2,080 72	1.86391
Hawthorne, Nebag. & Sup.	.31017	.01070	49,813 22	3,320 88	2.92538
Hazelhurst & Southeastern	.09116	.01230	23,861 05	917 73	1.66313
Illinois Central	1.41268	.00577	38,222,287 39	8,744 96	2.10821
Iola & Northern .....	.36690	.07806	5,778 74	1,229 52	1.49064
Kewaunee, G. B. & W.....	.59402	.01923	95,874 09	2,612 37	1.68247
Marinette, Tomahawk & W.	.48478	.03463	60,209 53	1,375 50	2.95698
Mineral Point & Northern.	.48656	.04635	65,347 55	2,135 54	1.70571
Mpls., St. P. & S. Ste. M.	1.91888	.00820	9,533,075 83	4,270 13	2.74868
Northern Pacific	2.84732	.00866	47,895,180 63	8,796 33	3.53936
Northwestern Coal Ry. Co	.06569	.02800	25,328 58	3,165 44	.....
Stanley, Merrill & Phillips	.31848	.01664	135,033 35	2,424 57	.....
Wisconsin Central	1.27560	.00663	5,625,348 53	5,524 68	2.12495
Wisconsin & Michigan ....	.52327	.01650	297,443 43	1,725 89	1.69690
Wisconsin & Northern ....	.86049	.02277	3,430 87	128 68	2.28214
Wisconsin Western	1.01030	.02409	45,998 09	856 09	1.30986
Total	\$1.70490	\$0.00788	\$306,876,597 16	\$6,680 62	\$2.74776

* See also page 385.

PASSENGER AND FREIGHT TRAFFIC, WHOLE LINE, 1907.*

Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	Gross earnings from operation.	Gross earnings from operation per mile of road.	Gross earnings from operation per train mile.	Operating expenses.
Abbotsford & Northeastern.....	\$34,574 47	\$2,280 64	\$3.65596	\$22,302 82
Ahnapee & Western.....	75,150 67	2,210 31	1.51051	42,176 29
Chi., Mil. & St. Paul	60,648,554 46	8,324 44	1.07259	39,400,410 14
Chicago & Northwestern	72,015,304 50	9,537 64	1.96555	47,925,398 51
Chi., St. P. Mpls. & O.....	14,042,843 78	8,225 35	1.81989	9,171,115 81
Chi., Burl. & Quincy.....	81,705,307 33	9,218 28	2.43929	58,184,494 99
Chippewa V. & Northern.....	19,965 93	1,452 08	2.07788	15,236 24
Drummond & Southwestern	25,355 89	3,069 74	.....	24,192 44
Dul., South Shore & Atl....	3,311,878 06	5,806 89	1.55212	2,520,877 89
Fairchild & Northeastern....	12,720 76	494 54	.....	21,827 89
Great Northern	50,208,085 10	9,606 47	3.12324	29,446,896 30
Green Bay & Western	643,103 64	2,853 24	1.53405	403,094 56
Hawthorne, Nebag. & Sup.	52,316 06	3,437 73	3.07339	26,795 73
Hazelhurst & Southeastern.	24,012 77	923 58	1.87089	18,935 56
Illinois Central	57,301,565 67	13,110 13	1.89690	38,533,639 51
Iola & Northern	7,313 98	1,556 17	1.62099	5,543 47
Kewaunee, G. B. & W.....	138,152 68	3,764 39	2.42411	85,781 41
Marquette, Tomahawk & W.	67,486 39	1,541 36	3.81333	46,416 12
Mineral Point & Northern..	77,009 70	2,516 65	2.01012	53,210 64
Mpls., St. P. & S. Ste. M.	12,948,047 75	5,799 79	2.80801	7,567,566 20
Northern Pacific	68,447,453 65	12,573 77	3.04323	37,601,933 12
Northwestern Coal Ry. Co.	25,328 53	3,165 44	.....	22,690 77
Stanley, Merrill & Phillips.	144,517 14	2,595 03	.....	113,640 85
Wisconsin Central	7,640,683 49	7,503 89	1.09973	4,796,242 01
Wisconsin & Michigan	305,422 70	2,317 49	1.15029	189,637 87
Wisconsin & Northern	7,094 86	266 18	1.87706	10,708 49
Wisconsin Western	74,551 98	1,434 52	1.40154	52,408 39
Total	\$429,909,728 37	\$9,545 65	\$3.25100	\$276,139,799 94

* See also page 337.

PASSENGER AND FREIGHT TRAFFIC, WHOLE LINE, 1907—Continued.

Name of Company.	Operating expenses per mile of road.	Operating expenses per train mile.	Income from operation.	Income from operation per mile of road.
Abbotsford & Northeastern..	\$1,477 00	\$2.30736	\$12,181 05	\$803 74
Ahnapee & Western	1,340 48	.94733	32,974 28	900 86
Chi., Mil. & St. Paul.....	5,416 91	1.23359	21,148,144 31	2,907 58
Chicago & Northwestern	6,347 20	1.33133	24,089,905 99	3,190 44
Chi., St. P., Mpls. & O.....	5,378 35	1.18738	4,871,727 97	2,897 00
Chicago, Burl. & Quincy.....	6,564 58	1.73708	23,520,313 34	2,653 70
Chippewa V. & Northern.....	1,111 29	1.59006	4,090 00	342 33
Drummond & Southwestern	2,957 51	.....	1,169 45	142 11
Dul., South Shore & Atl.....	3,929 13	1.06768	991,020 17	1,677 76
Fairchild & Northeastern.....	561 52	.....	12,545 14	163 98
Great Northern	5,634 17	1.83115	20,761,169 80	3,972 30
Green Bay & Western	1,791 53	.98153	240,009 08	1,066 71
Hawthorne, Nebag. & Sup.....	1,919 71	1.60137	23,520 34	1,568 02
Hazelhurst & Southeastern...	728 29	1.31743	5,077 21	197 89
Illinois Central	8,517 36	1.27577	18,762,926 16	4,292 82
Iola & Northern	1,179 46	.47066	1,770 51	378 71
Kewaunee, G. B. & W.....	2,337 37	1.50586	52,371 27	1,427 01
Marquette, Tomahawk & W..	1,060 46	2.23040	21,050 27	480 93
Mineral Point & Northern.....	1,738 91	1.38991	23,799 06	777 75
Mpls., St. P., & S. Ste. M....	3,403 18	1.31863	5,850,492 55	2,396 61
Northern Pacific	6,907 46	1.67456	30,845,515 58	5,866 31
Northwestern Coal Ry. Co....	2,832 50	.....	2,932 76	170 12
Stanley, Merrill & Phillips...	2,040 60	.....	30,876 29	554 43
Wisconsin Central	4,710 37	1.06633	2,944,441 48	2,793 62
Wisconsin & Michigan	1,489 39	.71440	115,734 30	878 18
Wisconsin & Northern	390 31	.95013	18,673 06	1131 14
Wisconsin Western	1,008 34	.96516	22,148 54	426 18
Total	\$6,131 30	\$1.45230	\$153,769,923 43	\$3,414 29

¹ Credit.

FREIGHT TRAFFIC, WHOLE LINE, 1907.—Continued.

Car Mileage, Tonnage, Etc.

Name of Company.	Mileage of loaded freight cars—north or east.	Mileage of loaded freight cars—south or west.	Mileage of empty freight cars—north or east.	Mileage of empty freight cars—south or west.	Average number of freight cars per train, mile.
Abbotsford & Northeastern	1,905	44,798	42,703	.....	9.45
Ahnapee & Western	52,148	67,700	86,073	10,910	3.17
Chi., Mil. & St. Paul....	178,787,128	171,838,068	60,408,781	73,066,958	26.12
Chicago & Northwestern..	168,428,957	170,897,054	76,428,835	68,446,307	24.20
Chi., St. P., Mpls. & O...	30,905,970	86,068,349	16,019,731	8,461,127	20.48
Chi., Burl. & Quincy.....	1406,305,274	.....¹	146,892,071	.....	30.56
Chippewa V. & Northern..	101,750	24,379	24,379	101,750	23.13
Drummond & Southwestern	.....	.....	.....	.....	.....
Dul., South Shore & Atl..	7,180,127	4,941,031	2,761,827	5,127,287	16.50
Fairchild & Northeastern..	.....	.....	.....	.....	.....
Great Northern	135,856,628	110,227,612	21,606,958	56,221,158	36.97
Green Bay & Western.....	1,119,429	1,371,835	521,578	268,158	11.66
Hawthorne, Nebag. & Sup.	34,300	18,859	34,300	18,775	6.22
Hazelhurst & Southeastern	5,369	112,674	112,674	5,369	16.42
Illinois Central	195,506,774	175,400,135	46,396,707	74,801,809	27.14
Iola & Northern	1,630	4,125	3,083	835	.94
Kewaunee, G. B. & W....	124,376	167,223	86,984	20,662	7.01
Marquette, Tomahawk & W.	.....	.....	.....	.....	.....
Mineral Point & Northern	.....	.....	.....	.....	.....
Mpls., St. P. & S. Ste. M.	30,921,517	30,643,428	13,414,059	5,521,145	25.81
Northern Pacific	157,186,958	152,317,801	32,772,943	49,941,843	28.98
Northwestern Coal Ry. Co.	.....	.....	.....	.....	.....
Stanley, Merrill & Phillips	.....	.....	.....	.....	.....
Wisconsin Central	25,316,080	24,023,378	8,320,143	7,324,074	24.51
Wisconsin & Michigan ...	210,538	380,313	318,065	69,104	7.11
Wisconsin & Northern	2,107	3,408	3,164	1,308	.66
Wisconsin Western	114,473	101,484	29,550	43,426	7.77
Total	1,237,112,968	897,128,704	406,223,938	343,428,000	27.39

¹ Including cars south and west.

FREIGHT TRAFFIC, WHOLE LINE, 1907—Continued.

Car Mileage, Tonnage, Etc.—Continued.

Name of Company.	Average number of loaded cars per train mile.	Average number of empty cars per train mile.	Average number of tons of freight per train mile.	Average number of tons of freight per loaded car mile.	Average mileage operated during year.
Abbotsford & Northeastern	4.94	4.51	121.98	24.69	15.16
Abnapee & Western.....	3.41	.78	24.09	10.00	34.00
Chi., Mil. & St. Paul....	18.92	7.21	278.67	14.73	7,273.59
Chicago & Northwestern...	16.96	7.24	271.26	16.00	7,550.64
Chi., St. P., Mpls. & O...	14.96	5.47	228.00	15.22	1,705.19
Chi., Burl. & Quincy.....	22.45	8.13	324.06	17.55	8,963.40
Chippewa V. & Northern..	6.57	6.56	45.20	90.40	13.74
Drummond & Southwestern					21.10
Dul., South Shore & Atl..	9.99	6.51	196.10	19.63	590.68
Fairchild & Northeastern..					38.00
Great Northern	28.08	8.39	561.55	20.00	5,226.43
Green Bay & Western	9.85	3.81	126.31	15.45	225.00
Hawthorne, Nebag. & Sup.	3.12	3.11	273.22	37.69	15.00
Hazelhurst & Southeastern	8.21	8.21	124.98	16.43	28.00
Illinois Central	20.46	6.63	363.59	17.77	4,370.77
Iola & Northern .....	.51	.33	6.29	12.23	4.70
Kewaunee, G. B. & W.....	5.12	1.89	87.43	17.09	36.70
Marquette, Tomaha'k & W.			79.08		43.77
Mineral Point & Northern.			36.80		30.00
Mpls., St. P. & St. Ste. M.	20.35	5.46	334.07	16.42	2,332.50
Northern Pacific	22.87	6.11	406.77	17.78	5,443.67
Northwestern Coal Ry. Co.					8.00
Stanley, Merrill & Phillips					55.69
Wisconsin Central	13.64	5.87	305.69	16.40	1,018.23
Wisconsin & Michigan	4.31	2.79	94.00	21.80	131.79
Wisconsin & Northern .....	.37	.29	12.33	33.35	10.85
Wisconsin Western	6.21	1.25	51.37	2.24	51.37
Total	29.21	7.08	347.70	17.11	45,037.22

PASSENGER AND FREIGHT TRAFFIC, WHOLE LINE, 1907—Continued.

Train Mileage.

Name of Company.	Mileage of revenue passenger trains.	Mileage of locomotives employed in "helping" passenger trains.	Percentage of "helping" to revenue train mileage per cent.	Mileage of revenue mixed trains.	Mileage of revenue freight trains.
Abbotsford & Northeastern				9,457	
Ahnapee & Western				42,528	7,224
Chi., Mil., & St. Paul	12,194,535			1,890,430	17,110,405
Chicago & Northwestern	16,265,103	63,235	.40	1,197,433	18,807,930
Chi., St. P., Mpls. & O.	3,241,847	3,686	.11	567,080	3,911,695
Chi., Burl. & Quincy	15,440,476	151,741	.98	1,281,971	16,773,037
Chippewa V. & Northern					19,200
Drummond & Southeastern					
Dul., South Shore & Atl.	920,703	25,838	2.81	11,891	1,201,177
Fairchild & Northeastern					
Great Northern	7,312,762	91,114	1.25	387,422	8,375,428
Green Bay & Western	137,856			101,068	180,276
Hawthorne Nebag. & Sup.				6,375	10,650
Hazelhurst & Southeastern				3,330	10,963
Illinois Central	12,077,885	124,785	1.03	283,303	17,846,876
Iola & Northern				11,778	
Kewaunee, G. B. & W.				45,070	11,914
Marquette, Tomahawk & W.				20,362	
Mineral Point & Northern				33,311	
Mpls., St. P. & S. Ste. M.	2,141,827			304,604	3,163,025
Northern Pacific	8,922,675	514,901		750,869	12,781,239
Northwestern Coal Ry. Co.					
Stanley, Merrill & Phillips					
Wisconsin Central	1,850,587			52,575	2,594,712
Wisconsin & Michigan	128,418				137,101
Wisconsin & Northern					12,180
Wisconsin Western	16,014			37,179	
Total	80,650,693	975,900	1.21	6,549,051	103,965,693

PASSENGER AND FREIGHT TRAFFIC, WHOLE LINE, 1907—Concluded.

Train Mileage—Concluded.

Name of Company.	Mileage of locomotives employed in "helping" mixed and freight trains.	Percentage of "helping" to revenue train mileage per cent.	Total revenue train mileage.	Mileage of non-revenue trains.
Abbotsford & Northeastern			9,457	
Ahnapee & Western			49,752	
Chicago, Milwaukee & St. Paul			30,005,370	9,291,647
Chicago & Northwestern	1,431,781	7.00	30,270,471	3,697,630
Chl., St. Paul, Mpls. & O.	208,814	6.00	7,720,572	433,702
Chicago, Burlington & Quincy ..	977,855	5.42	33,495,484	97,687
Chippewa Valley & Northern			19,200	
Duluth, South Shore & Atlantic ..	108,879	8.97	2,133,771	67,377
Great Northern	243,005	2.90	16,075,612	1,641,724
Green Bay & Western	6,200	3.40	419,220	
Hawthorne, Nebag. & Sup.			17,025	5,000
Hazelhurst & Southeastern			14,373	
Illinois Central	153,743	.85	30,208,064	709,732
Iola & Northern			11,778	
Kewaunee, Green Bay & W.			56,984	
Marquette, Tomahawk & W.			20,362	3,736
Mineral Point & Northern			38,311	
Mpls., St. P. & Sault Ste. M.			5,610,056	
Northern Pacific	2,849,368	21.01	22,454,823	2,412,726
Wisconsin Central	105,968	4.00	4,497,874	379,302
Wisconsin & Michigan			265,519	20,035
Wisconsin & Northern			12,160	
Wisconsin Western			53,193	
Total	6,139,593	5.84	100,149,431	14,702,1

PASSENGER TRAFFIC, WISCONSIN, 1907.*

Of Roads Operating in Wisconsin as Reported to the Railroad Commission
for the Year ending June 30, 1907.

Name of Company.	Number of passen- gers car- ried earning revenue.	Number of passen- gers car- ried one mile.	Average distance carried.	Total pas-senger revenue.
Abbotsford & Northeastern....	7,495	100,832	13.45	\$3,046 03
Alnapee & Western.....	35,120	815,573	23.22	31,554 52
Chicago & Northwestern.....	6,492,428	204,502,773	31.50	4,060,191 02
Chi., St. P., Mpls & O.....	1,405,165	71,262,249	50.72	1,685,806 94
Duluth, S. S. & Atlantic	116,053	6,870,787	59.20	142,795 55
Fairchild & Northeastern.....	5,067	100,634	19.86	3,982 82
Great Northern	232,991	4,988,576	21.04	100,055 06
Green Bay & Western.....	216,810	5,177,720	23.88	128,402 02
Hawthorne, Nebagamon & S....	887	19,343	5.00	160 84
Hazelhurst & Southeastern.....	123	1,074	8.74	46 74
Illinois Central.....	105,888	1,902,704	17.97	46,226 98
Iola & Northern.....	6,400	30,060	4.70	1,245 77
Kewaunee, Green Bay & W....	57,730	1,180,192	20.58	30,813 30
Marrinette, Tomahawk & W....	16,964	149,278	8.80	6,393 60
Mineral Point & Northern	20,757	310,513	11.62	8,825 57
Mpls., St. P. & S. Ste. M.....	291,900	14,949,702	51.22	334,284 59
Northern Pacific	344,537	7,808,747	22.66	136,248 64
Stanley, Merrill & Phillips.....	10,789	280,983	26.09	7,975 47
Wisconsin Central	1,271,811	61,700,591	48.51	1,299,807 84
Wisconsin & Northern.....	9,032	87,306	9.65	3,563 51
Wisconsin Western	42,722	822,651	19.26	18,114 90
Total	10,696,479	383,071,508	35.82	\$8,138,747 79

* See also page 339.

PASSENGER TRAFFIC, WISCONSIN, 1907—Concluded.*

Name of Company.	Average amount received from each passenger.	Average receipts per passenger per mile.	Total passenger earnings.	Passenger earnings per mile of road.	Passenger earnings per train mile.
Abbotsford & N. E.....	\$0.48650	\$0.03616	\$4,388 07	\$299 45	\$0.46400
Ahnapee & Western.....	.89648	.03869	37,700 92	1,108 85	.89650
Chicago & Northwestern..	.62999	.02000	4,901,178 34	2,556 92	1.10559
Chl., St. P., Mpls. & O..	1.19972	.02366	1,955,610 20	2,580 06	1.17601
Duluth, S. S. & Atlantic	1.23043	.02078	166,123 34	1,461 17	1.11527
Fairchild & N. E.....	.78300	.03967	5,006 52	147 54	.....
Great Northern.....	.47064	.02198	125,290 09	8,324 27	1.57399
Green Bay & Western....	.56223	.02490	154,071 53	687 43	.64731
Hawthorne, Neb. & S....	.25000	.01667	166 84	11 19	.02615
Hazelhurst & S. E.....	.38000	.03454	151 72	13 79	.04468
Illinois Central.....	.43656	.02490	63,281 87	693 04	.69865
Iola & Northern.....	.19465	.04142	1,535 24	326 66	.13085
Kewaunee, G. B. & W....	.53363	.02593	35,742 83	973 92	.79306
Marquette, T. & W.....	.37688	.04263	7,251 86	165 68	.35615
Mineral Point & N.....	.32984	.02839	11,502 07	375 90	.30024
Mpls., St. P. & S. Ste. M.	1.14503	.02236	433,146 43	1,237 01	1.02234
Northern Pacific.....	.53767	.02372	215,122 91	1,600 97	1.20260
Stanley, Merrill & P.....	.74060	.02838	8,046 54	144 40	.....
Wisconsin Central.....	1.02201	.02107	1,665,390 62	1,773 85	.97546
Wisconsin & Northern....	.30872	.04109	3,568 49	135 00	.26659
Wisconsin Western.....	.42402	.02202	28,553 84	549 43	.53680
Total	\$0.76413	\$0.02134	\$0,724,058 86	\$3,042 33	\$0.92273

* See also page 339.

FREIGHT TRAFFIC, WISCONSIN, 1907.*

Of Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	Number of tons of freight carried earning revenue.	Number of tons carried one mile.	Average distance haul or one ton. —Miles.	Total freight revenue.
Abbotsford & Northeastern	76,125	1,153,197	15.11	\$29,102 97
Ahnapee & Western	56,720	1,196,660	21.13	37,197 75
Chicago & Northwestern	9,540,064	1,378,165,594	144.00	12,460,432 33
Chl., St. Paul, Mpls. & O.	4,780,881	636,893,196	133.22	4,432,139 14
Chippewa Valley & Northern ..	71,603	860,162	12.00	19,953 98
Drummond & Southwestern	74,906	612,731	8.18	25,355 89
Duluth, S. S. & Atlantic	482,060	32,964,767	68.18	243,156 88
Fairchild & Northeastern	21,327	429,300	20.13	13,090 23
Great Northern	11,294,583	233,045,488	20.60	1,277,805 28
Green Bay & Western	304,010	38,494,650	97.70	408,163 00
Hawthorne, Nebag. & Sup.	160,403	4,651,687	15.00	49,813 22
Hazelhurst & Southeastern	261,637	1,933,706	7.41	23,861 05
Illinois Central	174,270	5,587,760	32.03	69,315 22
Iola & Northern	15,750	74,025	4.70	5,778 74
Kewaunee, Green Bay & W.	101,400	4,984,710	30.88	95,874 09
Marinette, Tomahawk & W.	124,129	1,738,786	14.00	60,209 53
Mineral Point & Northern	134,304	1,409,808	10.50	65,347 55
Mpls., St. P. & S. Ste. Marie..	1,574,942	276,562,606	175.00	1,442,761 28
Northern Pacific	2,225,851	34,701,045	15.63	360,154 51
Northwestern Coal Ry. Co.	354,917	973,840	2.53	25,323 58
Stanley, Merrill & Phillips	430,064	8,116,333	18.87	135,033 35
Wisconsin Central	4,133,736	691,061,255	143.01	4,719,660 14
Wisconsin & Northern	9,517	150,613	15.82	3,430 87
Wisconsin Western	45,529	1,900,810	41.95	45,998 09
Total	36,628,706	3,366,188,777	91.69	\$26,158,959 62

* See also page 341.

FREIGHT TRAFFIC, WISCONSIN, 1907—Continued.*

Name of Company.	Average amount for each ton of freight.	Average receipts per ton per mile.	Total freight car-rings.	Freight earnings per mile of road.	Freight earnings per train mile.
Abbotsford & N. E.....	\$0.33231	\$0.02524	\$29,102 97	\$1,919 72	\$3.07634
Ahnapee & Western .....	.06631	.06108	87,197 79	1,094 05	.74766
Chicago & Northwestern..	1.30612	.00904	12,527,811 21	6,535 09	2.46977
Chi., St. P., Mpls. & O...	.60590	.00927	4,436,842 96	5,353 50	1.84580
Chippewa V. & Northern.	.27860	.02319	19,953 98	1,452 18	2.07785
Drummond & S. W.....	.32350	.04138	25,355 89	3,099 74	.....
Duluth, S. S. & Atlantic..	.50442	.00740	245,448 67	2,157 41	1.28331
Fairchild & N. E.....	.61388	.03049	13,090 23	344 48	.....
Great Northern .....	.11313	.00548	1,279,114 11	33,937 76	8.46708
Green Bay & Western	1.18820	.01216	408,163 00	2,080 72	1.66391
Hawth'ne, Nebag. & Sup.	.31017	.01070	49,913 22	3,320 88	2.92588
Hazelhurst & S. E.....	.09116	.01230	23,861 05	917 73	1.66013
Illinois Central .....	.39775	.01240	69,864 62	765 14	.77049
Iola & Northern .....	.36690	.07806	5,778 74	1,229 52	.49064
Kewaunee, G. B. & W....	.59402	.01923	95,874 09	2,612 37	1.68247
Marinette, Tomah'k & W.	.48478	.03463	60,200 53	1,375 59	2.95698
Mineral Point & N.....	.48656	.04635	65,347 55	2,135 54	1.70371
Mpls., St. P. & S. Ste. M.	.94782	.00540	1,497,288 75	4,241 49	2.13757
Northern Pacific .....	.16181	.01035	392,082 90	2,694 67	2.10817
Northwestern Coal Ry. Co	.06599	.02900	25,323 53	3,165 44	.....
Stanley, Merrill & P.....	.31348	.01634	135,033 35	2,424 57	.....
Wisconsin Central	1.14174	.00683	4,726,186 94	5,355 57	2.07807
Wisconsin & Northern ...	.30049	.02277	3,430 37	128 93	.28214
Wisconsin Western	1.01030	.02409	45,998 09	885 09	1.30695
Total	\$0.71418	\$0.00779	\$27,946,174 00	\$5,847 75	\$1.94131

* See also page 341.

PASSENGER AND FREIGHT TRAFFIC, WISCONSIN, 1907.

Of Roads Operating in Wisconsin as Reported to the Railroad Commission
for the Year Ending June 30, 1907.

Name of Company.	Gross earnings from operation.	Gross earnings from operation per mile of road.	Gross earnings from operation per train mile.	Operating expenses.
Abbotsford & N. E.....	\$34,574 47	\$2,280 64	\$3.65666	\$22,392 22
Ahnapee & Western.....	75,150 67	2,210 31	1.51051	42,176 29
Chicago & Northwestern ...	17,465,829 29	9,597 64	.....	11,870,287 47
Chi., St. P., Mpls. & O....	6,473,637 65	8,540 76	.....	4,519,525 87
Chippewa Valley & N.....	19,965 93	1,452 08	2.07798	15,299 24
Drummond & Southwestern	25,355 80	3,099 74	.....	24,192 44
Duluth, S. S. & Atlantic...	412,178 61	3,622 91	.....	346,130 51
Fairchild & Northeastern ..	18,792 75	494 54	.....	21,387 90
Great Northern.....	1,520,894 61	40,362 47	.....	783,050 97
Green Bay & Western.....	643,103 64	2,858 24	1.53405	403,094 56
Hawthorne, Neb. & S.....	59,316 06	3,487 73	3.07299	28,796 79
Hazelhurst & S. E.....	24,012 77	923 56	1.07068	18,985 56
Illinois Central.....	132,941 59	1,468 89	.....	155,091 09
Iola & Northern.....	7,313 98	1,556 17	.62069	5,543 47
Kewaunee, G. B. & W.....	138,152 68	3,794 39	2.42411	85,781 41
Marquette, Tomahawk & W	67,463 39	1,541 38	3.31333	46,416 13
Mineral Point & N.....	77,009 70	2,516 65	2.01012	53,810 64
Mpls, St. P. & S. Ste. M...	1,941,318 21	5,499 33	1.80798	1,178,955 54
Northern Pacific.....	618,549 75	4,608 33	1.91087	547,333 17
Northwestern Coal Ry. Co..	25,323 53	3,165 44	.....	22,660 77
Stanley, Merrill & Phillips.	144,517 14	2,595 03	.....	113,640 85
Wisconsin Central.....	6,354,731 81	7,314 81	.....	4,087,210 56
Wisconsin & Northern.....	7,024 36	256 18	.57766	10,702 42
Wisconsin Western.....	74 551 93	1,434 52	1.40154	52,408 39
Total	\$66,375,709 33	\$7,610 83	..... (*) .....	\$66,054,133 77

* Averages omitted on account of the incompleteness of reports.

PASSENGER AND FREIGHT TRAFFIC, WISCONSIN, 1907—Continued.

Name of Company.	Operating expenses per mile of road.	Operating expenses per train mile.	Income from operation.	Income from operation per mile of road.
Abbotsford & N. E.....	\$1,477 09	\$2.36786	\$12,181 05	\$908 74
Ahnapee & Western.....	1,240 48	.84773	32,974 39	969 83
Chicago & Northwestern.....	6,347 20	1.23468	6,115,541 79	2,190 44
Chi., St. P., Mpls. & O....	5,962 67	1.18787	1,954,111 78	2,578 09
Chippewa Valley & N.....	1,111 29	1.59005	4,606 69	342 33
Drummond & S. W.....	2,957 51	.....	1,168 45	142 11
Duluth, S. Shore & A.....	3,042 37	1.02182	66,048 10	580 64
Fairchild & Northeastern...	561 52	.....	12,545 14	106 98
Great Northern.....	20,776 09	3.42802	737,833 64	19,376 29
Green Bay & Western.....	1,791 53	.96153	240,009 08	1,066 71
Hawthorne, Neb. & S.....	1,919 71	1.60137	23 520 34	1,568 02
Hazelhurst & S. E.....	728 29	1.31743	5,077 21	197 89
Illinois Central.....	1,698 51	.92444	121,149 50	1231 62
Iola & Northern.....	1,179 46	.47066	1,770 51	376 71
Kewaunee, G. B. & W.....	2,337 37	1.50536	52,371 27	1,427 01
Marinette, Tomahawk & W.	1,060 46	2.23040	21,050 27	480 93
Mineral Point & N.....	1,732 91	1.33891	23,799 06	777 75
Mpls., St. P. & S. Ste. M..	3,389 72	1.15264	702,369 67	2,159 61
Northern Pacific.....	4,073 33	1.69042	71,216 58	530 00
Northwestern Coal Ry. Co..	2,882 59	.....	2,682 78	170 12
Stanley, Merrill & Phillips.	2,040 60	.....	30,878 29	554 43
Wisconsin Central.....	4,744 82	.....	2,267,621 25	2,569 49
Wisconsin & Northern.....	360 31	.88013	13,678 09	1134 14
Wisconsin Western.....	1,008 34	.96516	22,148 54	426 18
Total	\$5,011 92	..... (*) .....	\$12,421,564 61	\$2,566 96

* Averages omitted on account of incompleteness of reports.

† Credit.

FREIGHT TRAFFIC, WISCONSIN, 1907—Continued.

Car Mileage, Tonnage, Etc.

Name of company.	Mileage of loaded freight cars— north or east.	Mileage of loaded freight cars— south or west.	Mileage of empty freight cars— north or east.	Mileage of empty freight cars— south or west.	Average number of freight cars per train mile.
Abbotsford & N. E.....	1,005	44,793	42,703	.....	9.45
Ahnapee & Western	52,148	67,780	26,673	10,910	3.17
Chicago & Northwestern ...	42,757,922	43,379,912	19,402,472	17,376,003	24.20
Chi., St. P., Mpls. & O....	17,337,239	21,016,283	8,939,703	4,771,420	21.65
Chippewa V. & Northern ...	101,750	24,379	24,379	101,750	13.13
Drummond & Southwestern ..	.....	.....	.....	.....	.....
Duluth, S. S. & Atlantic...	1,152,815	587,320	356,211	839,051	15.47
Fairchild & Northeastern ..	.....	.....	.....	.....	.....
Great Northern	3,266,914	1,542,407	368,186	2,301,985	49.64
Green Bay & Western	1,119,429	1,371,835	521,578	268,158	11.63
Hawthorne, Nebag. & Sup.	34,300	18,859	34,300	18,775	6.23
Hazelhurst & Southeastern.	5,369	112,674	112,674	5,369	16.42
Illinois Central	284,187	381,974	131,790	103,766	10.49
Iola & Northern	1,930	4,126	3,025	835	.84
Kewaunee, G. B. & W.....	124,376	167,228	83,934	20,692	7.01
Marquette, Tomahawk & W ..	.....	.....	.....	.....	.....
Mineral Point & Northern.	.....	.....	.....	.....	.....
Mpls., St. P. & S. Ste. M..	7,210,904	9,056,848	2,805,419	1,025,526	28.70
Northern Pacific	666,666	1,595,689	529,736	329,494	18.17
Northwestern Coal Ry. Co.	.....	.....	.....	.....	.....
Stanley, Merrill & Phillips.	.....	.....	.....	.....	.....
Wisconsin Central	22,180,286	20,835,461	6,876,732	6,333,314	24.72
Wisconsin & Northern	2,107	2,408	2,164	1,303	.66
Wisconsin Western	114,473	101,494	29,550	43,426	7.77
Total	96,434,862	100,311,339	40,344,129	33,551,746 (*) ...

* Averages omitted on account of the incompleteness of reports.

FREIGHT TRAFFIC, WISCONSIN, 1907—Continued.

Car Mileage, Tonnage, Etc.—Continued.

Name of Company.	Average number of loaded cars per train mile.	Average number of empty cars per train mile.	Average number of tons of freight per train mile.	Average number of tons of freight per loaded car-mile.	Average mileage operated during year.
Abbotsford & Northeastern	4.94	4.51	121.98	24.69	15.16
Ahnapee & Western	2.41	.76	24.09	16.00	34.00
Chicago & Northwestern	16.96	7.24	271.36	16.00	1,779.55
Chi., St. P., Mpls. & O.	15.96	5.70	264.87	16.61	757.97
Chippewa V. & Northern	6.57	6.56	45.20	90.40	13.74
Drummond & Southwestern					21.10
Duluth, S. S. & Atlantic	9.17	6.30	173.17	13.99	113.77
Fairchild & Northeastern					38.00
Great Northern	31.97	17.07	1,542.63	48.26	37.69
Green Bay & Western	8.85	2.81	135.81	15.45	226.00
Hawthorne, Nebag. & Sup.	3.12	3.11	273.22	87.69	15.00
Hazelhurst & Southeastern	8.21	8.21	134.88	16.42	26.00
Illinois Central	7.34	3.15	61.62	8.39	91.31
Iola & Northern	.51	.33	6.29	12.23	4.70
Kewaunee, Green Bay & W.	5.12	1.89	97.48	17.09	36.70
Marquette, Tomah'k & W.					43.77
Mineral Point & Northern					30.60
Mpls., St. P. & S. Ste. M.	23.23	5.47	394.98	17.00	358.01
Northern Pacific	13.17	5.00	202.55	15.38	134.37
Northwestern Coal R'y Co.					8.00
Stanley, Merrill & Phillips					55.69
Wisconsin Central	18.91	5.81	303.86	16.07	882.48
Wisconsin & Northern	.37	.29	12.38	33.35	10.85
Wisconsin Western	5.81	1.96	51.37	8.84	51.97
Total	(*)	(*)	(*)	(*)	4,779.43

* Averages omitted on account of the incompleteness of reports.

PASSENGER AND FREIGHT TRAFFIC, WISCONSIN, 1907—Concluded.

Train Mileage.

Name of Company.	Mileage of revenue passenger trains.	Mileage of revenue mixed trains.	Mileage of revenue freight trains.	Total revenue train mileage.	Mileage of non- revenue trains.
Abbotsford & Northeastern		9,457		9,457	
Ahnapee & Western		42,528	7,224	49,752	
Chicago & Northwestern ...	4,129,112	303,986	4,774,642	9,207,740	3,596,624
Chl., St. P., Mpls. & O....	1,400,206	262,702	2,141,933	3,804,740	1,230,974
Chippewa V. & Northern			19,300	19,300	
Duluth, S. S. & Atlantic...	148,964		189,784	338,738	
Great Northern	77,357	2,294	148,776	228,427	
Green Bay & Western	137,856	101,088	180,276	419,220	
Hawthorne, Nebag. & Sup.		6,375	10,650	17,025	5,000
Hazelhurst & S. B.		3,360	10,998	14,373	
Illinois Central	77,091	13,487	77,139	167,707	4,768
Iola & Northern		11,778		11,778	
Kewaunee, G. B. & W.		45,070	11,914	56,984	
Marinette, Tomah'k & W.		20,362		20,362	3,756
Mineral Point & Northern		38,311		38,311	
Mpls., St. P. & S. Ste. M.	2,141,827	804,604	3,168,625	5,610,056	162,906
Northern Pacific	122,024	26,868	144,904	293,796	1,596
Wisconsin Central	1,562,193	52,575	2,321,739	3,936,507	955,994
Wisconsin & Northern			12,160	12,160	
Wisconsin Western	16,014	37,179		53,193	
Total	9,832,633	1,282,034	13,114,909	24,229,576	5,931,149

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907.

(Companies Material Excluded) as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Products of Agriculture.

Flour.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wis- consin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Ahnapee & Western	128	708	880	1.46
Bayfield & Taylor	15	.....	15	.02
Chi., Milw. & St. Paul ..	115,625	.....	115,625	1.49
Chicago & Northwestern..	16,716	97,940	114,656	1.12
Chi., St. P., Mpls. & O...	13,536	864	19,520	.69
Chicago & Lake Superior..	.....	116	116	.09
Duluth, S. S. & Atlantic..	12,486	9,069	21,555	4.47
Green Bay & Western	2,380	4,876	7,256	1.84
Hawthorne, Nebag. & Sup.	.....	42	42	.02
Hazelhurst & S. E. ....	.....	386	386	.12
Illinois Central	315	1,766	2,071	1.19
Iola & Northern	99	154	253	1.61
Kewaunee, G. B. & W....	1,271	2,928	4,199	2.60
Marinette, Tomah'k & W.	14	233	247	.20
Mineral Point & N.	3	539	585	.40
Mpls. St. P. & S. Ste. M.	243,921	4,017	247,938	15.74
Northern Pacific	2,506	6,672	9,268	.42
Stanley, Merrill & P. ....	.....	232	232	.06
Wisconsin Central	5,862	202,544	208,406	5.04
Wisconsin & Michigan	119	1,212	1,331	.31
Wisconsin & Northern	7	24	31	.32
Wisconsin Western	259	1,339	1,641	3.60
Total	420,345	335,758	756,103	2.26

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Agriculture—Continued.

Other Mill Products.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wis- consin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Ahnapee & Western				
Bayfield Transfer	23		23	.04
Chl., Milw. & St. Paul.	98,968		98,968	1.27
Chicago & Northwestern ..	30,567	50,134	80,731	.88
Chl., St. P., Mpls. & O.	30,105	430	30,535	1.07
Chicago & Lake Superior		50	50	.04
Duluth, S. S. & Atlantic.	1,892	7,489	9,381	1.94
Fairchild & N. E.	19	192	204	.96
Green Bay & Western				
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern		321	321	.12
Illinois Central		1,944	1,944	1.12
Kewaunee, G. B. & W.				
Marquette, Tomah'k & W.	14		14	.01
Mineral Point & Northern ..	16	40	56	.04
Mpls., St. P. & S. Ste. M.	48,939	1,513	50,452	3.20
Northern Pacific	6,885	4,901	11,686	.53
Stanley, Merrill & P.	281	13	294	.07
Wisconsin Central	3,247	41,404	44,651	1.08
Wisconsin & Michigan	128	344	472	.11
Wisconsin & Northern				
Wisconsin Western	21	201	222	.49
Total	230,118	108,876	339,024	1.02

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Agriculture—Continued.

Grain.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road or originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & Northeastern				
Ahnapee & Western	12,264	318	12,582	22.18
Ash., Odaiah & Marengo				
Bayfield Transfer	564		564	.99
Chl., Milw. & St. P.	461,594		461,594	5.94
Chicago & Northwestern...	154,370	291,966	446,336	4.78
Chl., St. P., Mpls. & O.	135,190	18,299	153,489	5.39
Chl., Lake Shore & E.				
Chicago & Lake Superior				
Chippewa R. & Northern				
Chippewa V. & Northern				
Drummond & S. W.				
Duluth, S. S. & Atlantic..	8,432	15,180	23,612	3.85
Fairchild & Northeastern..	7,189	220	7,409	6.61
Green Bay & Western	35,563	25,955	61,518	15.59
Hawthorne, Nebag. & Sup.		265	265	.15
Hazelhurst & S. E.		508	508	.20
Illinois Central	251	2,948	3,199	1.88
Iola & Northern	489	216	705	4.35
Kewaunee, G. B. & W.	7,206	23,549	30,755	19.08
Marquette, Tomah'k & W.		1,059	1,059	.85
Mineral Point & Northern..	616	334	950	.71
Mpls., St. P. & S. Ste. M.	129,581	995	130,576	8.29
Northern Pacific	4,922	602,459	607,381	27.29
Northwestern Coal Ry. Co.				
R. L. & V. Co., L. Ry.				
Stanley, Merrill & r.	75	139	214	.08
Wisconsin Central	60,348	73,857	134,205	3.25
Wisconsin & Michigan	242	730	972	.23
Wisconsin & Northern	17	34	51	.54
Wisconsin Western	68	596	664	1.80
Total	1,060,355	1,060,467	2,120,822	6.33

1 WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Agriculture—Continued.

Hay.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & Northeastern				
Ahnapee & Western	11,221		11,221	19.78
Ash., Odanah & Marengo				
Bayfield Transfer	1,047		1,047	1.82
Chi., Milw. & S. Paul.	52,521		52,521	6.75
Chicago & Northwestern	74,530	13,463	88,097	.88
Chi., St. P., Mpls. & O.	69,635	2,487	72,122	2.54
Chi., Lake Shore & E.				
Chicago & Lake Superior				
Chippewa R. & Northern				
Chippewa V. & Northern				
Drummond & S. W.				
Duluth, S. S. & Atlantic	556	3,402	3,958	.82
Fairchild & Northeastern	2,075		2,075	9.73
Green Bay & Western	9,080	297	9,377	3.37
Hawthorne, Nebag. & Sup.		410	410	.24
Hazelhurst & Southeastern		940	940	.36
Illinois Central	490	556	1,046	.60
Iola & Northern	157		157	.99
Kewaunee, G. B. & W.	10,753	10,080	20,755	12.88
Marinette, Tomah'k & W.	30	550	570	.46
Mineral Point & Northern		11	11	.01
Mpls., St. P. & S. Ste. M.	12,861	158	13,019	.84
Northern Pacific	1,094	4,102	5,196	.23
Northwestern Coal Ry. Co.				
R. L. & V. Co., L. Ry.				
Stanley, Merrill & P.	550	134	684	.16
Wisconsin Central	37,330	2,800	40,130	.97
Wisconsin & Michigan	247	547	794	.19
Wisconsin & Northern	24	64	88	.02
Wisconsin Western	290	1	291	.64
Total	234,532	30,935	265,467	.97

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Agriculture—Continued.

Tobacco.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....				
Ashland, Odanah & M.....				
Chi., Milw. & St. Paul....	44,396		44,396	.57
Chicago & N. W.....	7,077	786	7,863	.07
Chi., St. P., Mpls. & O..	201	33	234	
C., L. S. & E.....				
Chicago & Lake Superior..	205		205	.16
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Green Bay & Western....	493	22	515	.13
Hazelhurst & S. E.....		3	3	
Illinois Central.....		97	97	.06
Kewaunee, G. B. & W....	29	45	74	.05
Marquette, T. & W.....				
Mineral Point & N.....				
M., St. P. & S. S. M.....		141	141	.01
Northern Pacific.....				
N. W. Coal R'y Co.....				
R. L. & V. Co., L. Co....				
Stanley, Merrill & P.....				
Wisconsin Central.....	481	534	1,015	.08
Wisconsin & Northern....				
Wisconsin Western.....	2,126	158	2,284	5.02
Total	55,063	1,821	56,889	.17

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Agriculture—Continued.

Fruits and Vegetables.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin and all the freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.	3,839		3,839	6.77
Ahnapee & Western				
Ashland, Odanah & M.	80		80	.14
Bayfield Transfer	124,099		124,099	1.59
C., M. & St. P.	220,699	51,614	272,313	2.66
Chicago & Northwestern ..	52,044	5,736	57,780	2.33
C., St. P., M. & O.				
C., L. S. & E.				
Chicago & Lake Superior.				
Chippewa River & N.				
Chippewa Valley & N.				
Drummond & S. W.				
Duluth, S. S. & Atlantic..	58	3,391	3,449	.71
Fairchild & Northeastern.	589	34	623	2.92
Green Bay & Western.....	51,584	6,686	58,270	14.79
Hawthorne, N. & Superior		1	1	
Hazelhurst & S. E.		218	218	.03
Illinois Central	428	1,204	1,632	.94
Iola & Northern.....	7,858	40	7,898	50.15
K., G. B. & Western.....	1,847	3,724	5,571	3.45
Marquette, T. & W.				
Mineral Pt. & Northern..		75	75	.03
M., St. P. & S. S. M.	15,087	1,579	16,616	1.06
Northern Pacific	3,367	10,733	14,100	.63
N. W. Coal Ry Co.				
R. L. & V. Co., L. Co.				
Stanley, Merrill & P.	43	15	57	.01
Wisconsin Central	112,848	12,141	124,989	3.02
Wisconsin & Michigan....	1,303	332	1,635	.39
Wisconsin & Northern.....				
Wisconsin Western	40	174	214	.47
Total	595,762	97,697	693,459	2.08

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Agriculture—Continued.

Cotton and Other Products of Agriculture.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.				
Ahnapee & Western				
Ash., Odanah & Marengo				
Bayfield Transfer				
Chl., Mil. & St. Paul....	150,329		150,329	1.93
Chicago & Northwestern		408	408	
Chl., St. P., Mpls. & O....		11	11	
Chl., Lake Shore & E....				
Chicago & Lake Superior				
Chippewa R. & Northern				
Chippewa V. & Northern				
Drummond & S. W.				
Dul., S. S. & Atlantic				
Fairchild & Northeastern				
Green Bay & Western				
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern				
Illinois Central		7	7	
Iola & Northern				
Kewaunee, G. B. & W.				
Marquette, Tomahawk & W.				
Mineral Point & Northern				
Mpls., St. P. & S. Ste. M.	2,313	983	3,296	.21
Northern Pacific				
Northwestern Coal Ry. Co.				
R. L. & V. Co., L. Ry.				
Stanley, Merrill & Phillips				
Wisconsin Central				
Wisconsin & Michigan				
Wisconsin & Northern				
Wisconsin Western	80	99	179	.39
Total	152,722	1,508	154,230	.46

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals.

Eggs.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wiscon- sin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....				
Ash., Odanah & Marengo.....				
Bayfield Transfer				
Chi., Mil. & St. Paul.....	9,968		9,968	.13
Chicago & Northwestern..				
Chi., St. P., Mpls. & O..				
Chi., Lake Shore & E.....				
Chicago & Lake Superior..				
Chippewa R. & Northern..				
Chippewa V. & Northern..				
Drummond & S. W.....				
Dul., S. S. & Atlantic.....				
Fairchild & Northeastern				
Green Bay & Western.....				
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern				
Illinois Central				
Iola & Northern				
Kewaunee, G. B. & W...				
Marquette, Tomahawk & W.				
Mineral Point & Northern	87	2	89	.07
Mpls., St. P. & S. Ste. M.				
Northern Pacific				
Northwestern Coal Ry. Co.				
R. L. & V. Co., L. Ry...				
Stanley, Merrill & Phillips				
Wisconsin Central				
Wisconsin & Michigan....				
Wisconsin & Northern ..				
Wisconsin Western	308	4	312	.07
Total	10,348	6	10,349	.08

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals—Continued.

Dairy Products.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....				
Ashland, Odanah & M....				
Bayfield Transfer				
C., M. & St. P.....	55,818		55,818	.72
Chicago & Northwestern...				
C., St. P., M. & O.....				
C., L. S. & Eastern.....				
Chicago & Lake Superior...				
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic				
Fairchild & Northeastern...				
Green Bay & Western.....				
Hawthorne, N. & S.....				
Hazelhurst & S. E.....				
Illinois Central				
Iola & Northern.....				
K., G. B. & Western.....				
Marinette, T. & W.....				
Mineral Pt. & Northern...	540	13	553	.41
M., St. P. & S. S. Marie...	3,952	43	3,995	.25
Northern Pacific				
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y...				
Stanley, Merrill & P.....				
Wisconsin Central	15,730	1,648	20,378	.49
Wisconsin & Northern				
Wisconsin Western	745	16	764	1.68
Total	79,788	1,720	81,508	.26

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals—Continued.

Live Stock.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.				
Ahnapee & Western	1,136	43	1,179	2.08
Ashland, Odanah & M.	37		37	.05
Bayfield Transfer	20		20	.03
C., M. & St. Paul	173,000		173,003	2.22
Chicago & N. W.	117,673	19,700	137,373	1.34
C., St. P. M. & O.	34,671	4,977	39,648	1.39
C., L. S. & Eastern				
Chicago & Lake Superior	1,760		1,760	1.36
Chippewa River & N.				
Chippewa Valley & N.				
Drummond & S. W.				
Duluth, S. S. & Atlantic	213	238	451	.09
Fairchild & Northeastern	557	9	566	2.65
Green Bay & Western	10,324	1,044	11,368	2.88
Hawthorne, N. & S.	45		45	.02
Hazelhurst & Southeastern				
Illinois Central	13,152	1,962	15,114	.87
Iola & Northern	972		972	6.17
K., G. B. & Western	1,218	1,075	2,293	1.42
Marquette, T. & Western	12		12	.01
Mineral Pt. & Northern	3,284	218	3,502	2.61
M., St. P. & S. S. Marie	5,970	596	6,566	.42
Northern Pacific	964	1,241	2,205	.10
N. W. Coal R'y Co.				
R. L. & V. Co., L. R'y				
Stanley, Merrill & P.	243		243	.06
Wisconsin Central	25,435	10,734	36,169	.88
Wisconsin & Michigan	71	19	90	.02
Wisconsin & Northern				
Wisconsin Western	4,985	236	5,241	1.15
Total	395,742	49,102	437,844	1.31

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals—Continued.

Dressed Meats.

Name of Company.	Freight originating on this road in Wi-consin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....				
Ashland, Odanah & M.....				
Bayfield Transfer.....	22		22	.03
C., M. & St. Paul.....	8,724		8,724	.11
Chicago & Northwestern..	68,346	4,758	73,104	.71
C., St. P., M. & O.....		181	181	
C., L. S. & Eastern.....				
Chicago & Lake Superior..				
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic..		3,881	3,881	.81
Fairchild & Northeastern..				
Greer Bay & Western....				
Hawthorne, N. & S.....				
Hazelhurst & Southeastern		33	33	.01
Illinois Central.....				
Iola & Northern.....				
K., G. B. & Western.....				
Marquette, T. & Western..				
Mineral Pt. & Northern..		27	27	.02
M., St. P. & S. S. Marle..	14,298	325	14,623	.93
Northern Pacific.....		797	797	.04
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y....				
Robbins R'y Co.....				
Stanley, Merrill & P.....		10	10	
Wisconsin Central.....	630	4,764	5,394	.13
Wisconsin & Michigan....				
Wisconsin & Northern....				
Wisconsin Western.....	1	75	76	.17
Total	92,021	14,851	106,872	.32

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals—Continued.

Other Packing House Products.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....	275	11	286	.51
Ashland, Odanah & M....				
Bayfield Transfer	26		26	.04
C., M. & St. Paul.....	22,836		22,836	.29
Chicago & Northwestern.	6,308	1,807	8,115	.08
C., St. P., M' & O.....	7,083	7,904	14,987	.52
Chicago, L. S. & E.....				
Chicago & Lake Superior.				
Chippewa River & N.....				
Chippewa Valley & N....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic.		39	39	.01
Fairchild & Northeastern.				
Green Bay & Western....	1,308	269	1,569	.40
Hawthorne, N. & S.....		2	2	
Hazelhurst & Southeastern		548	548	.21
Illinois Central				
Iola & Northern.....				
K., G. B. & Western.....	506	142	648	.40
Marinette, T. & Western.				
Mineral Point & Northern		6	6	.01
Mpls., St. P. & S. Ste. M.	4,518	45	4,563	.29
Northern Pacific		541	541	.02
N. W. Coal Ry. Co.....				
R. L. & V. Co., L. R'y...				
Robbins R'y Co.....				
Stanley, Merrill & P....				
Wisconsin Central	329	2,724	3,053	.07
Wisconsin & Michigan ..				
Wisconsin & Northern ..				
Wisconsin Western	1	46	47	.10
Total	43,139	14,074	57,209	.17

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals—Continued.

Poultry, Game and Fish.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.			18	.08
Ahnapee & Western	13		13	.08
Ash., Odanah & Marengo				
Bayfield Transfer	394		394	.60
Chi., Mil., & St. Paul.	1,815		1,815	.08
Chicago & Northwestern	1,495	2,054	3,549	.08
Chi., St. P., Mpls. & O.	890	319	1,199	.04
Chi., Lake Shore & E.				
Chicago & Lake Superior				
Chippewa R. & Northern				
Chippewa V. & Northern				
Drummond & S. W.				
Dul., S. S. & Atlantic		84	84	.09
Fairchild & Northeastern				
Green Bay & Western	656	97	753	.19
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern		72	72	.08
Illinois Central		29	29	.09
Iola & Northern				
Kewaunee, G. B. & W.	44		44	.08
Marquette, Tomahawk & W.				
Mineral Point & Northern	4	1	5	.19
Mpls., St. P. & S. Ste. M.	568	2,487	3,049	.19
Northern Pacific	189	134	323	.01
Northwestern Coal Ry. Co.				
R. L. & V. Co., L. Ry.				
Stanley, Merrill & Phillips				
Wisconsin Central	182	747	929	.08
Wisconsin & Michigan				
Wisconsin & Northern				
Wisconsin Western	43	4	47	.10
Total	6,277	6,628	12,905	.04

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals—Continued.

Wool.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western				
Ash., Odanah & Marengo.....				
Bayfield Transfer				
Chl., Mil. & St. Paul.....	3,324		3,324	.04
Chicago & Northwestern..	427	765	1,192	.01
Chl., St. P., Mpls. & O....	317	73	390	
Chl., Lake Shore & E.....				
Chicago & Lake Superior.....				
Chippewa R. & Northern.....				
Chippewa V. & Northern.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic.....	1,301	1,005	2,306	.48
Fairchild & Northeastern.....				
Green Bay & Western.....				
Hawthorne, Nebag. & Sup.....				
Hazelhurst & Southeastern.....				
Illinois Central	15		15	.01
Iola & Northern				
Kewaunee, G. B. & W.....				
Marinette, Tomaha'k & W.....				
Mineral Point & Northern.....	11	13	24	.02
Mpls., St. P. & S. Ste. M.....	6	16	22	
Northern Pacific		1,837	1,837	.06
Northwestern Coal Ry. Co.....				
R. L. & V. Co., L. Ry.....				
Stanley, Merrill & Phillips.....				
Wisconsin Central	207	1,906	2,173	.05
Wisconsin & Michigan				
Wisconsin & Northern				
Wisconsin Western	60		60	.13
Total	5,729	5,615	11,343	.03

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Animals—Concluded.

Hides and Leather.

Name of Company.	Freight originating on this road in Wis. consn. Whole tons.	Freight received from this road originating outside Wis. consn. and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....				
Ashland, Odanah & M.....				
Bayfield Transfer.....				
C., M. & St. Paul.....	12,001		12,001	.15
Chicago & Northwestern..	22,625	12,709	35,334	.34
C., St. P., M. & O.....	672	290	962	.08
Chicago, L. S. & Eastern..				
Chicago & Lake Superior..				
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic..		204	204	.04
Fairchild & Northeastern..				
Green Bay & Western.....				
Hawthorne, N. & S.....				
Hazelhurst & Southeastern				
Illinois Central.....		28	28	.02
Iola & Northern.....				
K., G. B. & Western.....				
Marinette, T. & Western..	2,341	1,896	4,239	3.41
Mineral Pt. & Northern..	31	2	33	.02
M., St. P. & S. S. Marie..	2,340	6,597	8,937	.57
Northern Pacific.....		532	532	.02
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y....				
Stanley, Merrill & P.....	75		75	.02
Wisconsin Central.....	8,286	10,512	18,798	.45
Wisconsin & Michigan.....		225	225	.05
Wisconsin & Northern.....				
Wisconsin Western.....	70	5	75	.17
Total.....	48,441	33,002	81,443	.24

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Mines—Continued.

Coke.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.				
Ahnapee & Western				
Ash., Odanah & Marengo.				
Bayfield Transfer				
Chi., Mil. & St. Paul.	198,466		198,466	2.55
Chicago & Northwestern.	106,700	2,118	108,818	1.06
Chi., St. P., Mpls. & O.	590	41,411	41,941	1.47
Chi., Lake Shore & E.				
Chicago & Lake Superior.				
Chippewa R. & Northern.				
Chippewa V. & Northern.				
Drummond & S. W.				
Dul., S. S. & Atlantic.				
Fairchild & Northeastern.				
Green Bay & Western				
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern				
Illinois Central		137	137	.08
Iola & Northern				
Kewaunee, G. B. & W.				
Marquette, Tomahawk & W.				
Mineral Point & Northern		22	22	.02
Mpls., St. P. & S. Ste. M.		680	680	.04
Northern Pacific	11,335	10,251	21,586	.97
Northwestern Coal Ry. Co.				
R. L. & V. Co., L. Ry.				
Stanley, Merrill & Phillips				
Wisconsin Central	12,486	1,437	13,923	.34
Wisconsin & Michigan		592	592	.14
Wisconsin & Northern				
Wisconsin Western		214	214	.47
Total	329,517	56,902	386,319	1.16

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Mines—Continued.

Ores.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....				
Ashland, Odanah & M....				
Bayfield Transfer				
C., M. & St. Paul.....	150,652		150,652	1.93
Chicago & Northwestern..	663,120	288	663,408	6.49
C., St. P., M. & O.....	32,106	21,900	54,006	1.89
Chicago, L. S. & Eastern				
Chicago & Lake Superior.				
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic.		25	25	.01
Fairchild & Northeastern.				
Green Bay & Western....				
Hawthorne, N. & S.....				
Hazelhurst & Southeastern				
Illinois Central	465	558	1,021	.50
Iola & Northern				
Marquette, T. & Western.				
Mineral Pt. & Northern..	11,556	29,669	41,225	30.70
M., St. P. & S. S. Marie.		1,361	1,361	.06
Northern Pacific		48,808	48,808	2.19
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y...				
Stanley, Merrill & P.....				
Wisconsin Central	313,497	472,902	786,439	19.03
Wisconsin & Michigan ...		50,963	50,963	12.14
Wisconsin Western				
Total	1,171,406	626,576	1,797,982	5.38

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Products of Mines—Continued.

Stone, Sand and Other Like Material.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....	634	154	788	1.30
Ashland, Odanah & M....				
Bayfield Transfer	40		40	.07
C., M. & St. Paul.....	539,871		539,871	6.94
Chicago & Northwestern...	530,207	31,905	562,112	5.50
C., St. P., M. & O.....	8,993	1,067	10,060	.88
Chicago, L. S. & Eastern.		25,494	25,494	3.29
Chicago & Lake Superior.				
Chippewa River & N.....				
Chippewa Valley & N.....				
Duluth, S. S. & Atl.....	30,947	50,140	81,087	16.83
Drummond & S. W.				
Fairchild & Northeastern.	460		460	2.15
Green Bay & Western.....	8,505	1,166	4,671	1.19
Hawthorne, N. & S.....				
Hazelhurst & Southeastern				
Illinois Central	96	688	784	.48
Iola & Northern.....		30	30	.19
K., G. B. & Western....	3,297	1,564	4,891	3.08
Marinette, T. & Western.				
Mineral Pt. & Northern..	583	1,533	2,116	1.67
M., St. P. & S. S. Marie..	3,064	5,431	8,525	.54
Northern Pacific	20,996	6,806	27,804	1.23
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y...				
Stanley, Merrill & P.....	169	99	190	.06
Wisconsin Central	89,428	6,922	96,350	2.33
Wisconsin & Michigan....	210	9,336	9,536	2.97
Wisconsin & Northern....	20	19	39	4.08
Wisconsin Western	38	173	206	.45
Total	1,233,576	141,989	1,374,514	4.13

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Forest Products.

Lumber, Lath and Shingles.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Percent.
Abbotsford & N. E.				
Ahnapee & Western	3,204	4,560	7,764	18.69
Ash., Odanah & Marengo.	94,433		94,433	98.00
Bayfield Transfer	52,697		52,697	98.00
Chl., Mil. & St. Paul.	658,229		658,229	8.46
Chicago & Northwestern.	2,637,632	481,918	3,119,550	30.71
Chl., St. P., Mpls. & O.	342,927	83,471	426,398	14.97
Chl., Lake Shore & E.		547	547	.07
Chicago & Lake Superior.				
Chippewa R. & Northern.				
Chippewa V. & Northern.	24,267		24,267	33.88
Drummond & S. W.	760		760	1.01
Dul., S. S. & Atlantic.	75,824	90,187	166,011	34.43
Fairchild & Northeastern.	2,109	58	2,154	10.10
Green Bay & Western.	32,774	50,687	83,461	21.81
Hawthorne, Nebag. & Sup	57,484		57,484	35.80
Hazelhurst & Southeastern	75,113	38	75,146	28.72
Illinois Central	6,476	9,441	15,917	9.13
Iola & Northern	3,578	88	3,661	23.24
Kewaunee, G. B. & W.	7,547	7,615	15,162	9.39
Marinette, Tomahawk & W.				
Mineral Point & Northern	50	3,160	3,210	2.39
Mpls., St. P. & S. Ste. M.	549,435	66,100	615,535	39.08
Northern Pacific	31,461	75,449	106,910	4.80
Northwestern Coal Ry. Co.				
R. L. & V. Co., L. Ry.	12,341		12,341	32.27
Stanley, Merrill & Phillips	49,679	214	49,893	11.60
Wisconsin Central	333,680	210,187	543,867	13.16
Wisconsin & Michigan	23,532	12,473	36,006	8.59
Wisconsin & Northern	1,061	88	1,144	11.82
Wisconsin Western	4,063	2,210	6,273	18.78
Total	5,100,369	1,098,420	6,198,779	18.55

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Forest Products—Continued.

Other Products of Forest.

Name of Company.	Freight originating in Wisconsin. Whole line.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....	65,406	8,107	68,513	90.00
Ahnapee & Western				
Ash., Odanah & Marengo.....				
Bayfield Transfer				
C., M. & St. P.	908,508		908,508	11.67
C. & N. W.				
C., St. P. M. & O.....	887,468	66,041	893,504	31.36
Chi., Lake Shore & E.....				
Chicago & Lake Superior				
Chippewa R. & Northern	14,524		14,524	100.00
Chippewa V. & Northern	27,979	18,368	46,346	64.73
Drummond & S. W.....	73,406		73,406	98.00
Dul., S. S. & Atlantic.....	47,813	7,009	54,822	11.38
Fairchild & Northeastern.....	9,427		9,427	44.20
Green Bay & Western.....				
Hawthorne, Nebag. & Sup.....	102,085		102,085	68.02
Hazelhurst & Southeastern	182,080		182,080	69.80
Illinois Central				
Iola & Northern				
K., Green Bay & Western				
Marinette, Tomahawk & W.....	45,948	48,361	94,309	75.93
Mineral Point & Northern	34	168	202	.15
Mpls., St. P. & S. Ste. M.....	14,083	4,002	18,085	1.15
Northern Pacific	35,499	45,997	81,496	3.66
Northwestern Coal Ry. Co.....				
R. L. & V. Co., L. Ry....	25,908		25,908	67.73
Stanley, Merrill & P.....	360,440		360,440	88.81
Wisconsin Central	302,775	176,496	479,270	11.59
Wisconsin & Michigan	183,844	74,496	258,339	61.55
Wisconsin & Northern.....	7,438	180	7,558	79.36
Wisconsin Western	14,180	3,488	18,668	86.47
Total	3,248,773	446,646	3,895,422	11.06

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures.

Petroleum and Other Oils.

Name of Company.	Freight originating on this road in Wis- consin. Whole tons.	Freight received from this road originating outside of Wis- consin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....		382	382	.67
Ahnapee & Western.....				
Ashland, Odanah & M.....				
Bayfield Transfer.....	8		8	
C., M. & St. Paul.....	29,186		29,186	.38
Chicago & Northwestern..	7,173	17,580	24,753	.24
C., St. P., M. & O.....	647	6,483	7,130	.25
Chicago, L. S. & Eastern..		102	102	.01
Chicago & Lake Superior..				
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic..		166	166	.04
Fairchild & Northeastern..		61	61	.03
Green Bay & Western.....		1,609	1,609	.41
Hawthorne, N. & S.....		50	50	.02
Hazelhurst & Southeastern		137	137	.05
Illinois Central.....		1,220	1,220	.70
Iola & Northern.....		15	15	.01
K., Green Bay & Western	35	610	645	.40
Marinette, T. & Western..		618	618	.50
Mineral Pt. & Northern...	2	148	150	.11
M., St. P. & S. S. Marle..		9,986	9,986	.63
Northern Pacific.....	9,368	10,303	19,671	.88
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y..				
Stanley, Merrill & P.....		66	66	.02
Wisconsin Central.....	1,109	37,071	38,180	.94
Wisconsin & Michigan....		1,551	1,551	.38
Wisconsin & Northern....				
Wisconsin Western.....	10	302	312	.68
Total.....	48,098	88,460	136,558	.31

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Sugar.

Name of Company.	Freight originating on this road in Wis- consin. Whole tons.	Freight received from this road originating outside of Wis- consin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....		210	210	.37
Ahnapee & Western.....				
Ashland, Odanah & M.....				
Bayfield Transfer.....	4		4	
C., M. & St. Paul.....				
Chicago & Northwestern..	16,545	4,453	20,998	.80
C., St. P., M. & O.....	3,999	1,530	5,529	.19
Chicago, L. S. & Eastern.....				
Chicago & Lake Superior.....				
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic.....	31	1,365	1,396	.80
Fairchild & Northeastern.....		41	41	.02
Green Bay & Western.....	1,184	1,509	2,693	.68
Hawthorne, N. & S.....				
Hazelhurst & Southeastern.....		52	52	.02
Illinois Central.....		1,106	1,106	.64
Iola & Northern.....		89	89	.57
K., Green Bay & Western.....	1,491	210	1,701	1.05
Marquette, T. & Western.....		323	323	.26
Mineral Pt. & Northern.....				
M., St. P. & S. S. Marie.....		3,475	3,475	.22
Northern Pacific.....		4,713	4,713	.21
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y.....				
Stanley, Merrill & P.....				
Wisconsin Central.....	2,062	12,827	14,889	.36
Wisconsin & Michigan.....	4	297	301	.06
Wisconsin & Northern.....				
Wisconsin Western.....		8	8	.02
Total.....	25,830	33,210	57,530	.17

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Iron, Pig and Bloom.

Name of Company	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western				
Ash., Odanah & Marengo.....				
Bayfield Transfer	37		37	.06
Chi., Mil. & St. Paul.....	1396,120		396,120	5.09
Chicago & Northwestern ..	91,419	130,944	222,363	2.17
Chi., St. P., Mpls. & O....	41,097		41,097	1.44
Chi., Lake Shore & E.....	109,564	972	110,536	14.25
Chicago & Lake Superior.....				
Chippewa R. & Northern.....				
Chippewa V. & Northern.....				
Drummond & S. W.....				
Dul., S. S. & Atlantic.....	10,821	22,010	32,831	6.91
Fairchild & Northeastern.....				
Green Bay & Western				
Hawthorne, Nebag. & Sup.....				
Hazelhurst & Southeastern.....				
Illinois Central		324	324	.19
Iola & Northern				
K., Green Bay & Western.....				
Marquette, T. & Western.....	32		32	.02
Mineral Point & Northern.....				
Mpls., St. P. & S. Ste. M.....	16,795	8,775	25,570	1.63
Northern Pacific	5,569	7,737	13,303	.60
R. L. & V. Co., L. Ry.....				
Stanley, Merrill & P.....				
Wisconsin Central	3,499	13,231	16,730	.40
Wisconsin & Michigan		57	57	.01
Wisconsin & Northern				
Wisconsin Western	20		20	.04
Total	674,990	184,050	859,040	2.57

¹ Including other iron and steel.

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Iron and Steel Rails.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage	
			Whole tons	Per cent.
Abbotsford & N. E.				
Ahnapee & Western				
Ash., Odanah & Marengo				
Bayfield Transfer				
Chi., Mil. & St. Paul				
Chicago & Northwestern	20,040	26,970	55,010	.54
Chi., St. P., Mpls. & O.	4,308	6,746	11,054	.34
Chi., Lake Shore & E.	63,918	62,473	126,391	16.29
Chicago & Lake Superior				
Chippewa R. & Northern				
Chippewa V. & Northern				
Drummond & S. W.				
Dul., S. S. & Atlantic	806	10,977	11,783	2.44
Fairchild & Northeastern		224	224	1.05
Green Bay & Western	2,170	18	2,188	.56
Hawthorne, Nebag. & Sup.	22		22	
Hazelhurst & Southeastern				
Illinois Central		43	43	.02
K., Green Bay & Western	698	873	1,565	.78
Marquette, Tomah'k & W.		47	47	.04
Mineral Point & Northern	77	119	196	.15
Mpls., St. P. & S. Ste. M.		10,794	10,794	.69
Northern Pacific	5,041	20,391	25,432	1.14
Northwestern Coal Ry. Co.				
Roddis L. & V. Ry. Co.				
Stanley, Merrill & P.				
Wisconsin Central	12,667	16,317	28,974	.70
Wisconsin & Michigan	145	10	155	.03
Wisconsin & Northern				
Wisconsin Western	19		19	.04
Total	118,895	154,700	273,595	.89

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Other Castings and Machinery.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western.....	115	344	459	.81
Ashland, Odanah & M.....				
Bayfield Transfer.....	287		287	.54
C., M. & St. Paul.....	128,569		128,569	1.65
Chicago & Northwestern..	111,678	19,473	131,151	1.28
C., St. P., M. & O.....	3,817	12,380	16,197	.56
Chicago, L. S. & Eastern.....		1,282	1,282	.17
Chicago & Lake Superior.....				
Chippewa River & N.....				
Chippewa Valley & N.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic.....	490	3,233	3,723	.77
Fairchild & Northeastern.....	13	102	115	.58
Green Bay & Western....	259	1,897	2,156	.55
Hawthorne, N. & S.....		6	6	
Hazelhurst & Southeastern.....	55	181	236	.09
Illinois Central.....	186	1,552	1,738	.99
Iola & Northern.....		12	12	.08
K., Green Bay & Western.....	239	452	691	.43
Marquette, T. & Western.....	17	239	256	.21
Mineral Pt. & Northern.....	159	834	993	.74
M., St. P. & S. S. Marie.....	1,472	4,837	6,309	.40
Northern Pacific.....	1,679	7,564	9,243	.48
N. W. Coal R'y Co.....				
R. L. & V. Co., L. R'y.....				
Stanley, Merrill & P.....	131	107	238	.05
Wisconsin Central.....	10,324	19,399	29,723	.72
Wisconsin & Michigan.....	370	3,373	3,743	.90
Wisconsin & Northern.....	12		12	.18
Wisconsin Western.....	103	247	350	.77
Total	269,975	77,513	337,488	1.01

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Bar and Sheet Metal.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.				
Ahnapee & Western	166	86	252	.45
Ashland, Odanah & M.				
Bayfield Transfer				
Chi., Mil. & St. P.	9,022		9,022	.12
Chicago & N. W.	116,457	51,564	168,021	1.64
Chi., St. P., Mpls. & O.	127	5,304	5,431	.19
Chicago, Lake Shore & E.	206,997	1,084	208,081	26.81
Chicago & Lake Superior				
Chippewa River & N.				
Chippewa Valley & N.				
Drummond & S. W.				
Duluth, S. Shore & A.		66	66	.01
Fairchild & N. E.				
Green Bay & W.	1,288	1,120	2,408	.61
Hawthorne, Neb. & S.				
Hazelhurst & S. E.		43	43	.02
Illinois Central	117	1,863	2,010	1.15
Iola & Northern	15	17	32	.20
Kewaunee, G. B. & W.	635	774	1,309	.81
Marquette, T. & W.		73	73	.06
Mineral Point & N.	3	20	23	.02
Mpls., St. P. & S. Ste. M.	1,067	13,339	14,429	.92
Northern Pacific	1,459	1,853	3,311	.15
Northwestern Coal R'y Co				
R. Lbr. & V. Co., Log. R.				
Wisconsin Central	181	11,084	11,265	.27
Wisconsin & Michigan	130	3,684	3,814	.90
Wisconsin & Northern				
Wisconsin Western	75	343	418	.91
Total	337,758	92,247	430,005	1.29

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Cement, Brick and Lime.

Name of Company.	Freight originating on this road in Wisconsin, Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....	204	773	977	1.72
Ahnapee & Western	886	388	388	.60
Ashland, Odanah & M.....	208,577	208,577	208,577	2.73
Bayfield Transfer	178,375	66,959	245,334	2.40
Chicago, Milw. & St. Paul ..	50,968	12,671	63,639	2.25
Chicago & Northwestern ..	2,337	2,337	2,337	.30
Chi., St. P., Mpls. & O....				
Chicago, L. S. & Eastern.....				
Chicago & Lake Superior..				
Chippewa R. & Northern.....				
Chippewa V. & Northern.....				
Drummond & S. W.....				
Duluth, S. S. & Atlantic..	5,763	3,559	9,322	1.94
Fairchild & Northeastern..	15	328	343	1.61
Green Bay & Western	1,688	5,296	6,984	1.77
Hawth'ne, Nebag. & Sup..				
Hazelhurst & Southeastern	88	376	464	.17
Illinois Central	419	7,111	7,530	4.32
Iola & Northern		281	281	1.73
Kewaunee, G. B. & W.....	4,175	1,005	5,180	3.21
Marquette, Tomah'k & W..		420	420	.34
Mineral Point & Northern	153	1,577	1,730	1.22
Mpls., St. P. & S. Ste. M.	5,361	29,854	35,215	2.28
Northern Pacific	4,628	61,571	66,199	2.97
Northwestern Coal Ry. Co.				
Roddis L. & V. Ry. Co.....				
Stanley, Merrill & P.....	7,117	210	7,327	1.70
Wisconsin Central	51,044	46,349	97,393	2.36
Wisconsin & Michigan	118	8,566	8,684	2.10
Wisconsin & Northern	20	181	201	2.11
Wisconsin Western	78	871	949	2.08
Total	512,108	260,238	772,346	2.29

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1917—Continued.

Manufactures—Continued.

Agricultural Implements.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight received from this road originating outside Wisconsin, and all other freight received from connect- ing roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent
Abbotsford & N. E.	12	79	91	.16
Ahnapee & Western	59,364	59,364	59,364	.76
Ashland, Odanah & M.	38,790	4,833	41,623	.40
Bayfield Transfer	1,611	10,666	12,277	.43
Chi., Milw. & St. Paul.				
Chicago & Northwestern.				
Chi., St. P., Mpls. & O.				
Chicago, L. S. & Eastern.				
Chicago & Lake Superior.				
Chippewa R. & Northern.				
Chippewa V. & Northern.				
Drummond & S. W.				
Duluth, S. S. & Atlantic.	20	10	30	.14
Fairchild & Northeastern.	197	587	784	.19
Green Bay & Western				
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern.	111	934	1,045	.60
Illinois Central		36	36	.23
Iola & Northern	209	100	309	.19
Kewaunee, G. B. & W.				
Marquette, Tomah'k & W.	1	117	118	.09
Mineral Point & Northern.		1,174	1,174	.07
Mpls., St. P. & S. Ste. M.		497	497	.03
Northern Pacific				
Northwestern Coal Ry. Co.				
Roddis L. & V. Ry. Co.	20		20	
Stanley, Merrill & P.	780	17,999	18,779	.45
Wisconsin Central				
Wisconsin & Michigan				
Wisconsin & Northern				
Wisconsin Western	10	191	201	.44
Total	99,065	36,205 ¹	135,300	.41

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Wagons, Carriages, Tools, Etc.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....				
Ahnapee & Western		38	38	.07
Ashland, Odanah & M.....				
Bayfield Transfer	404		404	.71
Chi., Milw. & St. P.....	53,137		53,137	.69
Chicago & Northwestern...	48,308	18,081	66,389	.65
Chi., St. P., Mpls. & O...	252	3,523	3,774	.13
Chicago, L. S. & Eastern...				
Chicago & Lake Superior...				
Chippewa R. & Northern...				
Chippewa V. & Northern...				
Drummond & S. W.....				
Duluth, S. S. & Atlantic...		64	64	.01
Fairchild & Northeastern...				
Green Bay & Western	5	208	208	.06
Hawth'ne, Nebag. & Sup...				
Hazelhurst & Southeastern				
Illinois Central		247	247	.14
Iola & Northern		25	25	.16
Kewaunee, G. B. & W.....	40	50	90	.06
Marquette, Tomah'k & W...				
Mineral Point & Northern...	4	29	33	.02
Mpls., St. P. & S. Ste. M...		858	858	.06
Northern Pacific	184	319	508	.02
Northwestern Coal Ry. Co...				
Roddis L. & V. Ry. Co.....				
Stanley, Merrill & P.....	70	46	116	.03
Wisconsin Central	1,370	3,050	4,420	.11
Wisconsin & Michigan				
Wisconsin & Northern				
Wisconsin Western	4	108	107	.24
Total	108,588	27,189	131,017	.39

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufactures—Continued.

Wines, Liquors, Beers, Etc.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road, originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage	
			Whole tons.	Per cent.
Abbotsford & N. E.		791	791	1.40
Ahnapee & Western				
Ashland, Odanah & M.				
Bayfield Transfer				
Chi., Milw. & St. Paul.	636,733		636,733	8.13
Chicago & Northwestern ..	262,142	1,301	263,443	2.58
Chi., St. P., Mpls. & O.		9,019	9,019	.32
Chicago, L. S. & Eastern				
Chicago & Lake Superior				
Chippewa R. & Northern				
Chippewa V. & Northern				
Drummond & S. W.				
Duluth, S. S. & Atlantic.	10	915	925	.19
Fairchild & Northeastern				
Green Bay & Western	2,373	933	3,306	.85
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern		44	44	.02
Illinois Central	36	64	100	.06
Iola & Northern				
Kewaunee, G. B. & W.	1,303	5,156	6,459	4.00
Marquette, Tomah'k & W.		631	631	.51
Mineral Point & Northern	425	265	710	.58
Mpls., St. P. & S. Ste. M.	2,154	2,232	4,439	.28
Northern Pacific	320	10,636	11,006	.50
Northwestern Coal Ry. Co.				
Roddis L. & V. Ry. Co.				
Stanley, Merrill & P.				
Wisconsin Central	31,536	4,399	35,835	1.87
Wisconsin & Michigan	4	1,650	1,654	.40
Wisconsin & Northern	35	8	43	.45
Wisconsin Western	252	653	910	2.00
Total	937,323	29,733	976,054	2.92

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Manufacturers—Concluded.

Household Goods and Furniture.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from con-ecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E. ....	.....	.....	.....	.....
Ahnapee & Western	229	139	368	.64
Ashland, Odanah & M. ....	.....	.....	.....	.....
Bayfield Transfer	159	.....	159	.27
Chi., Milwaukee & St. P.	30,991	.....	30,991	.40
Chicago & Northwestern	90,598	2,098	92,696	.91
Chi., St. P., Mpls. & O.	7,651	8,521	16,172	.56
Chicago, L. S. & Eastern .....	.....	.....	.....	.....
Chicago & Lake Superior .....	.....	.....	.....	.....
Chippewa R. & Northern .....	.....	.....	.....	.....
Chippewa V. & Northern .....	.....	.....	.....	.....
Drummond & S. W. ....	.....	.....	.....	.....
Duluth, S. S. & Atlantic	180	478	658	.14
Fairchild & Northeastern	152	91	243	1.14
Green Bay & Western	2,643	791	3,434	.87
Hawthorne, Nebag. & Sup.	11	2	13	.....
Hazelhurst & Southeastern .....	.....	68	68	.02
Illinois Central	298	298	596	.23
Iola & Northern	20	24	44	.28
Kewaunee, G. B. & W.	247	515	762	.47
Marquette, Tomah'k & W.	40	10	50	.04
Mineral Point & Northern	105	128	233	.17
Mpls., St. P. & S. Ste. M.	1,966	1,967	3,933	.95
Northern Pacific	1,137	1,501	2,638	.19
Northwestern Coal Ry. Co. ....	.....	.....	.....	.....
Roddis L. & V. Ry. Co. ....	.....	.....	.....	.....
Stanley, Merrill & P.	30	.....	30	.....
Wisconsin Central	10,631	4,004	14,635	.35
Wisconsin & Michigan	55	208	263	.06
Wisconsin & Northern	4	20	24	.25
Wisconsin Western	548	311	859	1.88
Total	147,646	21,779	169,424	.51

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Miscellaneous Commodities.

Merchandise.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.				
Ahnapee & Western	3,295	4,041	7,336	12.93
Ashland, Odanah & M.		887	887	.05
Bayfield Transfer				
Chi., Milw. & St. Paul....	919,114		919,114	11.81
Chicago & Northwestern...	498,318	69,460	567,778	5.45
Chi., St. P., Mpls. & O....	55,887	95,338	151,178	5.37
Chicago, L. S. & Eastern...				
Chicago & Lake Superior..	127,000		127,000	98.35
Chippewa R. & Northern...				
Chippewa V. & Northern...		1,000	1,000	1.39
Drummond & S. W.	741		741	.99
Duluth, S. S. & Atlantic..	21,582	28,498	50,070	10.38
Fairchild & Northeastern..	569	434	1,083	4.84
Green Bay & Western	28,050	13,378	36,428	9.25
Hawthorne, Nebag. & Sup.		218	218	.13
Hazelhurst & Southeastern		274	274	.10
Illinois Central	6,864	18,173	24,937	14.25
Iola & Northern	442	775	1,208	7.67
Kewaunee, G. B. & W.	5,801	8,589	14,390	6.99
Marinette, Tomah & W.	1,197	1,509	2,506	2.09
Mineral Point & Northern...	582	2,232	2,814	2.09
Mpls., St. P. & S. Ste. M.	50,932	29,824	80,756	5.13
Northern Pacific				
Northwestern Coal Ry. Co.				
Roddis L. & V. Ry. Co.				
Stanley, Merrill & P.	2,356	1,039	3,395	.78
Wisconsin Central	80,456	80,281	160,737	4.11
Wisconsin & Michigan	1,023	3,816	4,839	1.04
Wisconsin & Northern	16	54	70	.74
Wisconsin Western	1,314	3,581	4,895	10.75
Total	1,790,819	871,180	2,661,999	6.47

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Miscellaneous Commodities—Continued.

Salt.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.				
Ahnapee & Western				
Ashland, Odañah & M.				
Bayfield Transfer				
Chi., Milw. & St. Paul....	52,911		52,911	.66
Chicago & Northwestern				
Chi., St. P., Mpls. & O.				
Chicago, L. S. & Eastern				
Chicago & Lake Superior				
Chippewa R. & Northern				
Chippewa V. & Northern				
Drummond & S. W.				
Duluth, S. S. & Atlantic				
Fairchild & Northeastern		97	97	.45
Green Bay & Western				
Hawthorne, Nebag. & Sup.				
Hazelhurst & Southeastern				
Illinois Central				
Iola & Northern				
Kewaunee, G. B. & W.				
Marquette, Tomah'k & W.				
M., St. P. & S. Ste. M.		5,868	5,868	.37
Northern Pacific				
Northwestern Coal Ry. Co.				
Roddis L. & V. Ry. Co.				
Stanley, Merrill & P.				
Wisconsin Central		15,757	15,757	.38
Wisconsin & Michigan		84	84	.02
Wisconsin & Northern				
Wisconsin Western	1	338	334	.73
Total	52,912	22,139	75,051	.23

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Continued.

Miscellaneous Commodities—Concluded.

All Other Commodities.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....	7,207	345	7,612	10.00
Ahnapee & Western.....	511	872	1,383	2.44
Ashland, Odanah & M.....	827	827	827	.01
Bayfield Transfer.....	380	.....	380	.00
Chicago, Mil. & St. P.....	*307,453	.....	307,453	3.95
Chicago & Northwestern....	1,175,880	112,955	1,288,835	12.66
Chi., St. P., Mpls. & O....	68,008	52,553	120,566	1.24
Chicago, Lake Shore & E....	23,221	250,432	273,653	36.03
Chicago & Lake Superior....	.....	.....	.....	.....
Chippewa River & N.....	.....	.....	.....	.....
Chippewa Valley & N.....	.....	.....	.....	.....
Drummond & S. E.....	.....	.....	.....	.....
Duluth, S. Shore & A.....	.....	.....	.....	.....
Fairchild & N. E.....	329	562	891	6.31
Green Bay & W.....	16,680	6,640	23,329	5.92
Hawthorne, Neb. & S.....	.....	.....	.....	.....
Hazelhurst & S E.....	46	127	173	.06
Illinois Central.....	16,125	8,989	25,114	14.41
Iola & Northern.....	.....	20	20	.13
Kewaunee, G. B. &	2,154	2,501	4,745	2.94
Marquette, T. & W.....	8,327	145	8,472	6.82
Mineral Point & N.....	15,566	1,837	17,403	12.95
Mpls., St. P. & S. Ste. M....	43,123	97,610	140,742	8.93
Northern Pacific.....	55,467	163,814	219,281	9.83
Northwestern Coal R'y Co....	.....	.....	.....	.....
R. Lbr. & V. Co., Log. R....	.....	.....	.....	.....
Stanley, Merrill & P.....	366	81	457	.11
Wisconsin Central.....	337,561	287,331	624,892	15.12
Wisconsin & Michigan....	746	3,246	4,042	.96
Wisconsin & Northern....	200	81	281	2.48
Wisconsin Western.....	.....	.....	.....	.....
Total	2,080,241	996,300	3,076,541	9.21

* Ice.

WISCONSIN FREIGHT TRAFFIC MOVEMENT, 1907—Concluded.

All Commodities.

Total.

Name of Company.	Freight originating on this road in Wisconsin. Whole tons.	Freight re- ceived from this road originat- ing outside Wisconsin, and all other freight received from connecting roads and other carriers. Whole tons.	Total Freight Tonnage.	
			Whole tons.	Per cent.
Abbotsford & N. E.....	72,673	3,452	76,125	.....
Alnapee & Western.....	37,359	19,361	56,720	.....
Ashland, Odanah & M....	95,747	387	96,134	.....
Bayfield Transfer.....	56,850	.....	56,850	.....
Chicago, Mil. & St. P....	7,783,971	.....	7,783,971	.....
Chicago & Northwestern.	8,582,183	1,641,522	10,223,705	.....
Chicago, St. P., Mpls. & O	2,205,701	583,900	2,849,601	.....
Chicago, Lake Shore & E.	403,700	372,298	775,998	.....
Chicago & Lake Superior..	128,965	166	129,131	.....
Chippewa River & N.....	14,524	.....	14,524	.....
Chippewa Valley & N.....	52,235	19,308	71,608	.....
Drummond & S. W.....	74,906	.....	74,906	.....
Duluth, S. Shore & A....	214,610	267,446	482,050	.....
Fairchild & N. E.....	17,541	3,783	21,327	.....
Green Bay & Western.....	243,068	150,042	394,010	.....
Hawthorne, Neb. & S....	150,647	636	160,643	.....
Hazelhurst & S. E.....	257,376	4,261	261,637	.....
Illinois Central.....	45,603	128,631	174,270	.....
Iola & Northern.....	13,610	2,140	15,750	.....
Kewaunee, G. B. & W....	88,092	73,306	161,400	.....
Marquette, T. & W.....	57,932	66,237	124,199	.....
Mineral Point & N.....	33,945	100,359	134,304	.....
Mpls., St. P. & S. Ste. M..	1,173,790	401,152	1,574,942	.....
Northern Pacific.....	1,017,395	1,208,456	2,225,851	.....
Northwestern Coal R'y Co.	384,917	.....	384,917	.....
R. Lbr. & V. Co., Log. R.	38,249	.....	38,249	.....
Stanley, Merrill & P.....	421,645	8,406	430,054	.....
Wisconsin Central.....	1,869,591	2,264,145	4,133,736	.....
Wisconsin & Michigan.....	215,112	204,462	419,574	.....
Wisconsin & Northern.....	8,819	698	9,517	.....
Wisconsin Western.....	29,844	15,695	45,539	.....
Total	25,860,565	7,540,666	33,401,231	100.00

EQUIPMENT, WHOLE LINE, 1907.

Of Roads Located Wholly or in Part in the State of Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	Locomotives.				Cars in passenger service.			
	Passenger.	Freight.	Switching.	Leased.	First class passenger cars.	Second class and immigrant cars.	Combination baggage, express, postal and other cars in passenger service.	Dining, parlor and sleeping cars.
Abbotsford & N. E.		1					1	
Ahnapee & Western	2				1		2	
Ashland, Odanah & Marengo		3	1					
Bayfield Transfer		2			1		1	
Chicago, Milw. & St. Paul	208	629	180		318	191	426	139
Chicago & Northwestern	309	842	271		705	49	439	61
Chl., St. Paul, Mpls. & O.	65	224	48		90	36	112	34
Chicago, Burlington & Q.	351	922	302		688		483	35
Chl., Lake Shore & Eastern		31	51	18				
Chicago & Lake Superior	1						1	
Chl., Harv. & Geneva Lake					8	1		
Chippewa R. & Northern	1							
Chippewa V. & Northern		2						
Drummond & Southwestern		3						
Duluth, S. S. & Atlantic	27	35	12		17	8	24	12
Dunbar & Wausaukee		1					1	
Fairchild & Northeastern	3						2	
Great Northern	169	629	91		235		204	130
Green Bay & Western	9	10	3		7	6	12	
Hawthorne, Nebag. & Sup.		1	1				1	
Hazelhurst & Southeastern		1	2				1	
Hillsboro & Northeastern	1						1	
Illinois Central	247	819	174		382	151	266	28
Iola & Northern		1					1	
J. R. Davis L. Co., L. Ry.		3						
Kewaunee, G. B. & W.	2	1						
La Crosse & Southeastern	3				3		2	1
Lake Superior T. & T.	7							
Laona & Northern		3					1	
Marathon County Ry.		1						
Marquette, Tomahawk & W.		4					3	
Mineral Point & Northern		3			1		1	
Mpls., St. P. & S. Ste. M.	63	171	18		46	48	64	40
Northern Pacific	231	856	169		230	201	301	152
Roddie Lbr. & Veneer Co.		1						
Stanley, Merrill & Phillips		7				1	1	
Superior & Southeastern		3						
Whitcomb & Morris		1						
Wisconsin Central	37	94	33	20	36	19	49	19
Wisconsin & Michigan	4	7			4		4	
Wisconsin & Northern		2				1		
Wisconsin Ruby & Southern		1						
Wisconsin Western	3				1			
Total	1,743	5,813	1,856	38	2,775	719	2,401	651

EQUIPMENT, WHOLE LINE, 1907—Continued.

Name of Company.	Cars in freight service.						
	Box cars.	F. at cars.	Stock cars.	Coal cars.	Tank cars.	Refrigerator cars.	Other cars.
Abbotsford & Northeastern...		4					
Ahnapee & Western	2	29					
Ashland, Odanah & Marengo.		4					73
Bayfield Transfer		19					43
Chicago, Milwaukee & St. P.	27,931	5,413	3,000	2,513		1,806	2,008
Chicago & Northwestern	31,512	4,838	5,075	9,504		1,888	4,566
Chl., St. Paul, Mpls. & O.	8,245	1,559	303	1,380		207	8
Chicago, Burlington & Q.	24,639	2,728	6,602	11,161	1	1,551	96
Chicago, L. S. & Eastern	587	400	2	3,327			1,528
Chicago & Lake Superior	1						
Chl., Harv. & Geneva Lake.	1						1
Chippewa R. & Northern							1
Chippewa V. & Northern							
Drummond & Southwestern		3					32
Duluth, S. S. & Atlantic	1,208	511		242		24	833
Dunbar & Wausaukee							
Fairchild & Northeastern		10				1	
Great Northern	23,540	3,875	2,008			609	5,331
Green Bay & Western	643	66				13	25
Hawthorne, Nebag. & Sup.	2						
Hazelhurst & Southeastern							63
Hillsboro & Northeastern	1	2					
Illinois Central	29,096	2,973	1,963	20,391	5	2,941	
Iola & Northern							
J. R. Davis L. Co., L. Ry.		110	2				8
K., Green Bay & Western	170						
La Crosse & Southeastern	9	14					
L. Sup., Terminal & Transfer							
Laona & Northern							40
Marathon County Ry.							
Marinette, Tomahawk & W.	2	25					
Mineral Point & Northern	10	10					1
Mpls., St. P. & S. Ste. M.	11,069	1,238	195	59		174	166
Northern Pacific	25,570	3,747	2,254	3,989	10	891	859
Rodd's Lumber & Veneer Co.	4						20
Stanley, Merrill & Phillips	8	53					125
Superior & Southeastern	1	4					
Whitcomb & Morris		4					
Wisconsin Central	4,682	438		331		47	1,095
Wisconsin & Michigan	96	411				10	101
Wisconsin & Northern	1	15					
Wisconsin, Ruby & Southern							6
Wisconsin Western							
Total	189,908	38,513	28,804	58,977	16	10,198	18,920

EQUIPMENT, WHOLE LINE, 1907—Continued.

Name of Company.	Other cars in company's service.				Total.			
	Gravel cars.	Derrick cars.	Caboose cars.	Other road cars.	Loco motives.	Cars in passenger service.	Cars in freight service.	Other cars in company's service.
Abbotsford & Northeastern			1		1	1	4	1
Ahnapee & Western					2	3	31	
Ashland, Odanah & Marengo			2	2	4		77	4
Bayfield Transfer	1	1			2	2	62	2
Chi., Milwaukee & St. Paul		16	525	221	1,017	1,071	44,101	762
Chicago & Northwestern	456	27	717	82	1,422	1,223	57,413	1,222
Chi., St. P., Mpls. & O.	154	9	143	114	337	272	11,798	420
Chi., Burlington & Quincy	500	29	599	1,783	1,575	1,156	46,840	2,911
Chi., Lake Shore & Eastern		1	44	47	100		6,153	92
Chicago & Lake Superior					1	1	1	
Chi., Harv. & Geneva Lake						9	2	
Chippewa River & Northern				1	1		1	1
Chippewa Valley & Northern				33	3			33
Drummond & Southwestern			1		3		85	1
Dul., S. S. & Atlantic		3	36	95	74	61	2,847	134
Dunbar & Wausaukee					1	1		
Fairchild & Northeastern					3	2	14	
Great Northern	278	65	449	476	889	619	35,896	1,298
Green Bay & Western			7	23	22	25	747	30
Hawthorne, Nebag. & Sup.	1				2	1	2	1
Hazelhurst & Southeastern			1		3	1	63	1
Hillsboro & Northeastern					1	1	3	
Illinois Central	606	30	669	1,755	1,240	827	57,949	3,060
Iola & Northern					1	1		
J. R. D. L. Co., L. Ry.	3		2	14	3		120	19
K., Green Bay & Western					3	7	170	
La Crosse & Southeastern			2		3	6	23	2
L. Sup. Term. & Trans.				1	7			1
Leona & Northern					3	1	40	
Marathon County					1			
Marinette, Tomahawk & W.				2	4	3	37	2
Mineral Point & Northern	2				3	2	21	2
Mpls., St. P. & S. Ste. M.	154	3	154	21	259	199	13,535	332
Northern Pacific		27	613	2,037	1,265	884	43,320	2,676
Roddis Lumber & Veneer Co.					1		24	
Stanley, Merrill & Phillips			2	11	7	2	196	13
Superior & Southeastern			3	11	3		5	14
Whitcomb & Morris					1		4	
Wisconsin Central	9	1	103	169	184	116	7,198	282
Wisconsin & Michigan	2		10	5	11	8	617	17
Wisconsin & Northern			2		2	1	16	2
Wisconsin Ruby & Southern					1		6	
Wisconsin Western			1		3	1		1
Total	2,166	211	4,089	9,903	8,450	6,589	327,753	13,366

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907.

Box Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Ahnapee & Western.....	47	444						
Chicago, Mil. & St. P.....							5,077	101,540
Chicago & N. W.....			74	1,039	55	999	4,133	82,660
C. St. P., M. & O.....			556	7,784			3,143	62,860
Chicago Lake Shore & E.....							164	3,290
Chicago, Burlington & Q.....					378	5,672	3,992	79,840
Chi., Har. & Geneva Lake.....			1	10				
Drummond & S. W.....								
Duluth, S. Shore & A.....					46	90		
Fairchild & N. W.....							3	30
Great Northern.....			701	9,814			4,206	84,120
Green Bay & Western.....								
Hawthorne, Neb. & S.....					2	30		
Illinois Central.....			8	112			354	7,080
Kewaunee, G. B. & W.....								
La Crosse & S. E.....								
Marinette, T. & W.....								
Mineral Point & N.....								
Mpls., St. P. & S. S. M.....							556	11,120
Northern Pacific.....			4	49	28	570	2,208	45,000
Stanley, Merrill & P.....					3	60	1,391	27,620
Wisconsin Central.....								
Wisconsin & Northern.....								
Wisconsin & Michigan.....								
Total	47	444	1,844	18,804	522	7,969	25,307	506,140

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Box Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, "A" June 30, 1907—Continued.

Name of Company.	Class V. Capacities in the 50,000's of pounds.		Class VI. Capacities in the 60,000's of pounds.		Class VII. Capacities in the 70,000's of pounds.		Class VIII. Capacities in the 80,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Ahnapee & Western.....	.....	.....	2	60	.....	.....	.....	.....
Chicago, Mil. & St. P....	679	16,960	16,689	500,670	.....	.....	5,440	217,600
Chicago & Northwestern..	9,374	234,350	8,878	266,340	.....	.....	8,968	359,020
C. St. P. M. & O.....	1,537	38,425	1,904	50,820	.....	.....	1,015	40,600
Chicago, Lake Shore & E	.....	.....	723	21,690	.....	.....	.....	.....
Chicago, Burlington & Q	2,787	69,075	10,063	301,500	.....	.....	5,648	225,920
Chl., Har. & Geneva Lake	.....	.....	.....	.....	.....	.....	.....	.....
Drummond & S. W.....	.....	.....	.....	.....	.....	.....	.....	.....
Duluth, S. Shore & A....	963	24,075	199	5,970	.....	.....	.....	.....
Fairchild & N. E.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern.....	.....	.....	8,279	248,370	.....	.....	10,354	414,160
Green Bay & Western....	60	1,500	583	17,490	.....	.....	.....	.....
Hawthorn, Neb. & S.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central	2,186	54,875	10,139	304,170	.....	.....	17,000	680,000
K., Green Bay & Western	.....	.....	170	5,100	.....	.....	.....	.....
La Crosse & S. E.....	9	225	.....	.....	.....	.....	.....	.....
Marquette, T. & W.....	2	50	.....	.....	.....	.....	.....	.....
Mineral Pt. & Northern..	.....	.....	10	300	.....	.....	.....	.....
M., S. P. & S. S. Marie	4,462	111,550	6,051	181,630	.....	.....	.....	.....
Northern Pacific	4,940	123,500	862	25,890	4,877	170,695	12,551	502,040
Stanley, Merrill & P.....	.....	.....	.....	.....	.....	.....	5	200
Wisconsin Central	573	14,325	3,545	106,350	.....	.....	.....	.....
Wisconsin & Northern...	1	25	.....	.....	.....	.....	.....	.....
Wisconsin & Michigan ..	.....	.....	95	2,850	.....	.....	.....	.....
Total	27,581	699,525	68,372	2,049,160	4,877	170,695	61,011	2,440,440

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Box Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Concluded.

Name of Company.	Class IX. Capacities in the 90,000's of pounds.		Class X. Capacities in the 100,000's of pounds.		Class XII. Capacities in the 120,000's of pounds.		Total Classes I to XII.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Ahnapee & Western.....	2	60
Chicago, Mil. & St. Paul.....	97,991	837,204
Chicago & Northwestern.....	81,612	945,272
C., St. P., M. & O.....	8,246	200,489
Chicago, L. S. & Eastern.....	897	24,970
Chicago, Burlington & Q.....	22,858	682,697
Chicago, Harv. & G. L.....	1	10
Drummond & S. W.....
Duluth, S. S. & Atlantic.....	1,208	30,735
Fairchild & Northeastern.....	8	60
Great Northern.....	23,540	756,464
Green Bay & Western.....	643	18,990
Hawthorne, Neb. & S.....	2	30
Illinois Central.....	29,696	1,046,237
K., Green Bay & W.....	170	5,100
La Crosse & S. E.....	9	225
Marinette, T. & W.....	2	50
Mineral Pt. & Northern.....	10	300
M., St. P. & S. S. Marie.....	11,069	304,200
Northern Pacific.....	25,570	868,673
Stanley, Merrill & P.....	8	260
Wisconsin Central.....	5,499	148,295
Wisconsin & Northern.....	1	25
Wisconsin & Michigan.....	96	2,850
Total.....	188,961	5,882,196

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Flat Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Abbotsford & Northeastern							19	330
Ahnapee & Western							13	260
Bayfield Transfer								
Chi., Milwaukee & St. Paul	9	72					1,788	35,760
Chicago & Northwestern			203	2,842	54	810	375	7,500
Chi., St. P., Mpls. & O. Ry.			50	700			407	8,140
Chi., Burl. & Quincy					222	3,330	660	13,800
Chi., L. Shore & Eastern							70	1,400
Drummond & Southwestern					3	45		
Dul., S. S. & Atlantic					17	255	364	7,880
Fairchild & Northeastern								
Great Northern			24	336			622	18,440
Green Bay & Western					13	195	29	580
Illinois Central			12	168			132	2,640
La Crosse & Southeastern					4	60		
Marinette, Tomahawk & W.								
Mineral Point & Northern								
Mpls., St. P. & S. Ste. M.							203	4,060
Northern Pacific			10	120	15	225	1,625	32,500
Roddis L. & V. Co.							4	80
Stanley, Merrill & Phillips							53	1,060
Wisconsin Central							93	1,860
Wisconsin & Northern								
Wisconsin & Michigan								
Total	9	72	209	4,106	228	4,920	6,817	136,340

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Flat Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Continued.

Name of Company.	Class V. Capacities in the 50,000's of pounds.		Class VI. Capacities in the 60,000's of pounds.		Class VII. Capacities in the 70,000's of pounds.		Class VIII. Capacities in the 80,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Abbotsford & Northeastern..	4	100	.....	.....	.....	.....	.....	.....
Ahnapee & Western	10	250	.....	.....	.....	.....	.....	.....
Bayfield Transfer .....	.....	.....	6	180	.....	.....	.....	.....
Chi., Mil., & St. Paul.....	127	3,175	2,480	74,400	.....	.....	.....	.....
Chicago & Northwestern.....	434	10,850	450	13,500	1,560	54,600	1,758	70,320
Chi., St. P., Mpls. & O. Ry.	221	5,525	27	810	542	18,970	312	12,480
Chi., Burl. & Quincy	172	4,300	39	1,170	.....	.....	497	19,480
Chi., L. S. & Eastern.....	.....	.....	107	3,210	.....	.....	7	280
Drummond & Southwestern.	.....	.....	.....	.....	.....	.....	.....	.....
Dul., S. S. & Atlantic.....	.....	.....	100	3,000	.....	.....	.....	.....
Fairchild & Northeastern ..	5	125	5	150	.....	.....	.....	.....
Great Northern	89	2,225	687	20,610	.....	.....	2,153	86,120
Green Bay & Western .....	.....	.....	24	720	.....	.....	.....	.....
Illinois Central	305	7,625	132	3,960	.....	.....	2,042	81,680
La Crosse & Southeastern ..	10	250	.....	.....	.....	.....	.....	.....
Marquette, Tomahawk & W.	25	625	.....	.....	.....	.....	.....	.....
Mineral Point & Northern ..	.....	.....	10	300	.....	.....	.....	.....
Mpls., St. P. & S. Ste. M.	459	11,475	576	17,280	.....	.....	.....	.....
Northern Pacific	59	1,475	323	9,690	5,508	192,780	1,207	48,260
R. L. & V. Co.....	.....	.....	.....	.....	.....	.....	.....	.....
Stanley, Merrill & Phillips.	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central	67	1,675	275	8,250	.....	.....	3	120
Wisconsin & Northern .....	.....	.....	.....	.....	.....	.....	15	600
Wisconsin & Michigan .....	.....	.....	411	12,330	.....	.....	.....	.....
Total	1,987	49,675	5,702	171,080	7,610	266,350	7,984	319,360

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Flat Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Abbotsford & Northeastern								
Ahnapee & Western							19	380
Bayfield Transfer							13	260
Chi., Milwaukee & St. Paul	9	72					1,788	35,760
Chicago & Northwestern			203	2,842	54	810	375	7,500
Chi., St. P., Mpls. & O. Ry.			50	700			407	8,140
Chi., Burl. & Quincy					222	3,330	660	13,200
Chi., L. Shore & Eastern							70	1,400
Drummond & Southwestern					3	45		
Dul., S. S. & Atlantic					17	255	304	7,880
Fairchild & Northeastern								
Great Northern			24	336			922	18,440
Green Bay & Western					13	195	20	580
Illinois Central			12	168			132	2,640
La Crosse & Southeastern					4	60		
Marinette, Tomahawk & W.								
Mineral Point & Northern								
Mpls., St. P. & S. Ste. M.							203	4,060
Northern Pacific			10	120	15	225	1,025	32,500
Roddis L. & V. Co.							4	80
Stanley, Merrill & Phillips							53	1,060
Wisconsin Central							93	1,860
Wisconsin & Northern								
Wisconsin & Michigan								
Total	9	72	209	4,106	308	4,920	6,817	136,340

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Flat Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Continued.

Name of Company.	Class V. Capacities in the 50,000's of pounds.		Class VI. Capacities in the 60,000's of pounds.		Class VII. Capacities in the 70,000's of pounds.		Class VIII. Capacities in the 80,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Abbotsford & Northeastern..	4	100	.....	.....	.....	.....	.....	.....
Ahnapee & Western	10	250	.....	.....	.....	.....	.....	.....
Bayfield Transfer .....	.....	.....	6	180	.....	.....	.....	.....
Chi., Mil., & St. Paul.....	127	3,175	2,480	74,400	.....	.....	.....	.....
Chicago & Northwestern.....	434	10,850	450	13,500	1,560	54,000	1,756	70,320
Chi., St. P., Mpls. & O. Ry.	221	5,525	27	810	542	18,970	313	12,480
Chi., Burl. & Quincy	172	4,300	39	1,170	.....	.....	487	19,480
Chi., L. S. & Eastern.....	.....	.....	107	3,210	.....	.....	7	280
Drummond & Southwestern.	.....	.....	.....	.....	.....	.....	.....	.....
Dul., S. S. & Atlantic.....	.....	.....	100	3,000	.....	.....	.....	.....
Fairchild & Northeastern ...	5	125	5	150	.....	.....	.....	.....
Great Northern	89	2,225	687	20,610	.....	.....	2,153	86,120
Green Bay & Western .....	.....	.....	24	720	.....	.....	.....	.....
Illinois Central	305	7,625	132	5,460	.....	.....	2,042	81,680
La Crosse & Southeastern ...	10	250	.....	.....	.....	.....	.....	.....
Marquette, Tomahawk & W.	25	625	.....	.....	.....	.....	.....	.....
Mineral Point & Northern..	.....	.....	10	300	.....	.....	.....	.....
Mpls., St. P. & S. Ste. M.	459	11,475	576	17,280	.....	.....	.....	.....
Northern Pacific	59	1,475	323	9,690	5,508	192,780	1,207	48,260
R. L. & V. Co. ....	.....	.....	.....	.....	.....	.....	.....	.....
Stanley, Merrill & Phillips.	.....	.....	.....	.....	.....	.....	.....	.....
Wisconsin Central	67	1,675	275	8,250	.....	.....	3	120
Wisconsin & Northern .....	.....	.....	.....	.....	.....	.....	15	600
Wisconsin & Michigan .....	.....	.....	411	12,330	.....	.....	.....	.....
Total	1,987	49,675	5,702	171,080	7,610	266,350	7,984	319,360

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Flat Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Concluded.

Name of Company.	Class IX. Capacities in the 90,000's of pounds.		Class X. Capacities in the 100,000's of pounds.		Class XII. Capacities in the 120,000's of pounds.		Total. Classes I to XII.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Abbotsford & N. E.....	4	100
Ahnapee & Western	20	680
Bayfield Transfer	19	440
Chi., Mil., & St. Paul.....	1,006	50,300	3	180	5,413	163,887
Chicago & Northwestern.....	2	100	2	120	4,338	160,643
C., St. P., M. & O. Ry.....	1,559	46,985
Chi., Burl. & Quincy.....	1	50	.....	.....	1,611	42,180
Chi., L. S. & Eastern.....	225	11,250	.....	.....	409	16,140
Drummond & S. W.....	3	45
Dul., S. S. & Atlantic.....	511	11,135
Fairchild & Northeastern.....	10	275
Great Northern	3,375	127,731
Green Bay & Western	66	1,405
Illinois Central	300	15,000	.....	.....	2,973	112,573
La Crosse & Southeastern.....	14	310
Marquette, T. & W.....	25	685
Mineral Point & N.....	10	300
M., St. P. & S. Ste. M.....	1,333	32,315
Northern Pacific	3,747	235,070
Roddis L. & V. Co.....	4	80
Stanley, Merrill & P.....	53	1,060
Wisconsin Central	433	11,905
Wisconsin & Northern	15	600
Wisconsin & Michigan	411	12,330
Total	1,534	76,700	5	300	32,275	1,028,943

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Stock Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.
C., M. & St. Paul.....	36	310					320	6,400
Chicago & Northwestern.....			5	70	38	570	4	80
C., St. P., M. & O R'y.....							229	4,580
Chicago, Burlington & Q.....					1	15	1,862	37,240
Chicago, L. S. & Eastern.....								
Great Northern			27	378			1,250	25,000
Illinois Central							75	1,500
M., St. P. & S. S. Marie.....							103	2,060
Northern Pacific							421	8,420
Wisconsin Central								
Total	36	310	32	448	39	585	4,267	85,340

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Stock Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Continued.

Name of Company.	Class V. Capacities in the 50,000's of pounds.		Class VI. Capacities in the 60,000's of pounds.		Class VII. Capacities in the 70,000's of pounds.		Class VIII. Capacities in the 80,000's of pounds.	
	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.
Chicago, Milwaukee & St. P.			3,304	99,120				
Chicago & Northwestern.....	2,551	63,775	2,477	74,310				
C., St. P., M. & O. R'y.....	28	700	138	4,060				
Chicago, Burlington & Q.....	3,413	85,325	971	29,130				
Chicago, L. S. & Eastern.....			2	60				
Great Northern			731	21,930				
Illinois Central	49	1,225	1,026	30,780			800	32,000
M., St. P. & S. S. Marie.....	72	1,800	20	600				
Northern Pacific	799	19,725	1,044	31,320				
Wisconsin Central			100	3,000				
Total	1,902	172,560	9,811	294,330			800	32,000

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Stock Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Concluded.

Name of Company.	Class IX. Capacities in the 90,000's of pounds.		Class X. Capacities in the 100,000's of pounds.		Class XII. Capacities in the 120,000's of pounds.		Total. Classes I to XII.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Chicago, M. & St. Paul.....	3,000	105,830
Chicago & Northwestern.....	5,075	138,805
C., St. P., M. & O. R'y.....	393	9,300
Chicago, B. & Q.....	8,247	151,710
Chicago, L. S. & Eastern.....	2	60
Great Northern.....	2,008	47,308
Illinois Central.....	1,053	63,565
M., St. P. & S. S. Marie.....	195	4,490
Northern Pacific.....	2,254	50,465
Wisconsin Central.....	100	3,000
Total	21,887	585,564

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Coal Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Chicago, Mil. & St. Paul.....	403	8,060
Chicago & Northwestern.....	368	7,360
C., St. P., M. & O. R'y.....	2,148	42,960
Chicago, Burlington & Q.....	64	967	267	5,340
Chicago, L. S. & Eastern.....	49	980
Duluth, S. S. & Atlantic.....	353	7,060
Illinois Central.....	1	14	.....	.....	6	120
M., St. P. & S. S. Marie.....	34	510	76	1,520
Northern Pacific.....	20	580
Wisconsin Central.....
Total	1	14	98	1,477	3,609	73,980

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Coal Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Continued.

Name of Company.	Class V. Capacities in the 50,000's of pounds.		Class VI Capacities in the 60,000's of pounds.		Class VII Capacities in the 70,000's of pounds.		Class VIII Capacities in the 80,000's of pounds.	
	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.
Chicago, M. & St. Paul.....	108	2,700	1,103	35,790	.....	.....	.....	.....
Chicago & Northwestern.....	379	9,475	3,252	97,500	.....	.....	5,560	222,400
C., St. P., M. & O. R'y.....	489	12,225	9	270	.....	.....	520	20,800
Chicago, Burlington & Q.....	108	2,700	1,220	36,000	.....	.....	3,837	153,480
Chicago, L. S. & Eastern.....	.....	.....	123	3,690	.....	.....	2	80
Duluth, S. S. & Atlantic.....	33	825	9	270	.....	.....	151	6,040
Illinois Central.....	1,076	26,900	3,688	110,640	.....	.....	11,622	464,980
M., St. Paul & S. S. Marie.	20	500	27	810	.....	.....	.....	.....
Northern Pacific.....	1,551	38,775	45	1,350	161	5,635	168	6,720
Wisconsin Central.....	14	350	227	6,510	.....	.....	200	10,400
Total.....	3,778	94,460	9,793	293,790	161	5,635	22,120	884,800

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Coal Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Concluded.

Name of Company.	Class IX. Capacities in the 90,000's of pounds.		Class X. Capacities in the 100,000's of pounds.		Class XII. Capacities in the 120,000's of pounds.		Total. Classes I to XII.	
	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.	Number.	Aggregate capacity, Tons.
Chicago, M. & St. Paul.....	1,213	60,600	.....	.....	2,513	99,000
Chicago & Northwestern.....	9,594	337,495
C., St. P., M. & O. R'y.....	1,586	40,695
Chicago, Burlington & Q.....	2,389	119,450	.....	.....	9,766	356,157
Chicago, L. S. & Eastern.....	2,935	146,750	.....	.....	3,327	155,890
Duluth, S. S. & Atlantic.....	242	8,115
Illinois Central.....	244	10,960	3,397	169,850	.....	.....	20,381	790,324
M., St. P. & S. S. Marie.....	53	1,430
Northern Pacific.....	1,954	97,700	.....	.....	3,989	152,210
Wisconsin Central.....	530	18,140
Total.....	244	10,960	11,887	594,350	.....	.....	51,781	1,969,476

Tank Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity Tons.	Number.	Aggregate capacity Tons.
Chl., Burlington & Quincy
Illinois Central
Northern Pacific	10	150	.....	.....
Total	10	150	.....	.....

Tank Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Continued.

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DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Tank Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Concluded.

Name of Company.	Class IX. Capacities in the 40,000's of pounds.		Class X. Capacities in the 100,000's of pounds.		Class XII. Capacities in the 120,000's of pounds.		Total. Classes I to XII.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity.
Chi., Burlington & Quincy.....	1	40
Illinois Central	5	200
Northern Pacific	10	150
Total	16	390

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Refrigerator Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Chicago, M. & St. Paul.....	37	740
Chicago & Northwestern.....	142	2,840
C., St. P., M. & O. R'y.....	34	680
Chicago, Burlington & Q.....	84	1,680
Duluth, S. S. & Atlantic.....
Fairchild & Northeastern.....	1	20
Great Northern	61	1,220
Green Bay & Western.....	13	195	.....	.....
Illinois Central	6	84	.....	.....	218	4,360
M., St P. & S. S. Marie.....
Northern Pacific	53	1,060
Wisconsin Central	22	440
Total	6	84	13	195	652	13,040

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DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Other Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Bayfield Transfer								
Chl., Milwaukee & St. Paul							131	2,620
Chicago & Northwestern....	45	360	23	230	100	1,500	709	14,180
Chl., St. P., M. & O. Ry....							6	120
Chl., Burlington & Quincy..					55	895	16	320
Chl., Lake Shore & Eastern..							11	220
Drummond & Southwestern								
Dul., S. S. & Atlantic.....					23	345	415	8,300
Great Northern								
Green Bay & Western.....								
Hazelhurst & South Eastern			63	630				
Mpls., St. P. & S. Ste. M..							166	3,320
Northern Pacific								
Roddie L. & V. Co.....							125	2,500
Stanley, Merrill & Phillips							1,095	28,900
Wisconsin Central							10	200
Wisconsin & Michigan								
Total	45	360	86	860	178	2,711	3,264	55,680

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Other Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Continued.

Name of Company.	Class V. Capacities in the 50,000's of pounds.		Class VI. Capacities in the 60,000's of pounds.		Class VII. Capacities in the 70,000's of pounds.		Class VIII. Capacities in the 80,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Bayfield Transfer	43	1,075						
Chl., Mil. & St. P.....			100	3,000			1,474	58,960
Chicago & N. W.....	637	20,925	552	16,560			2,290	91,600
C., St. P., M. & O.....			2	60				
Chl., Bur. & Q.....	20	500						
Chl., Lake Shore & E.....			220	6,600				
Drummond & S. E.....	82	2,050						
Duluth, S. Shore & A.....	25	625	399	11,970				
Great Northern	554	13,860	479	14,370			581	23,240
Green Bay & W.....							25	1,000
Hazelhurst & S. E.....								
Mpls., St. P. S. S. M.....								
Northern Pacific	7	175					852	34,080
Roddie Lbr. & Veneer Co....	20	500						
Stanley Merrill & P.....								
Wisconsin Central								
Wisconsin & Michigan.....								
Total	1,568	30,700	1,759	52,560			5,222	208,880

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Other Cars in Service of Railroads reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Concluded.

Name of Company.	Class IX. Capacities in the 90,000's of pounds.		Class X. Capacities in the 100,000's of pounds.		Class XII. Capacities in the 120,000's of pounds.		Total. Classes I to XII.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Bayfield Transfer							43	1,075
Chi., Mil. & St. P.			993	49,650			2,698	114,230
Chicago & N. W.							4,556	145,355
C., St. P., M. & O.							8	180
Chi., Bur. & Q.							91	1,698
Chi., Lake Shore & E.			1,297	64,850			1,528	71,670
Drummond & S. W.							82	2,050
Duluth, S. Shore & A.							362	21,240
Great Northern.			4,247	212,350			5,951	263,310
Green Bay & W.							25	1,000
Hazelhurst & S. E.							63	630
Mpls., St. P. & S. S. M.							166	3,320
Northern Pacific.							359	34,355
Roddis Lbr & Veneer Co.							20	500
Stanley, Merrill & P.							125	2,500
Wisconsin Central.							1,695	23,900
Wisconsin & Michigan.			101	5,050			111	5,250
Total			6,689	331,900			18,793	692,651

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Total Cars in Service of Railroads reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907.

Name of Company.	Class I. Capacities in the 10,000's of pounds.		Class II. Capacities in the 20,000's of pounds.		Class III. Capacities in the 30,000's of pounds.		Class IV. Capacities in the 40,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Abbotsford and N E.....							19	380
Ahnapee & W.....							13	260
Bayfield Transfer.....							7,353	147,090
Chi., Mil. & St. P.....	32	826					4,187	83,740
Chicago & N. W.....	45	360	306	4,178	247	3,846	5,766	115,320
C., St. P., M. & O.....			606	8,484			8,792	175,840
Chi., Bur. & Q.....					720	10,860	512	10,240
Chicago, L. S. & Eastern.....								
Chicago, Harv. & G. L.....			1	10				
Drummond & S. W.....					3	45		
Duluth, S. S. & Atlantic.....					86	1,290	858	17,160
Fairchild & Northeastern.....							4	80
Great Northern.....			752	10,528			6,439	128,780
Green Bay & Western.....					26	390	29	580
Hawthorne, Neb. & Superior.....					2	30		
Hazelhurst & Southeastern.....			63	630				
Illinois Central.....			27	378			1,135	22,700
Kewaunee, G. B. & Western.....								
La Crosse & Southeastern.....					4	60		
Marinette, T. & Western.....								
M., St. P. & S. S. Marie.....							1,034	20,680
Mineral Pt. & Northern.....								
Northern Pacific.....			14	168	97	1,455	4,473	89,460
R. L. & Veneer Co.....							4	80
Stanley, Merrill & P.....							181	3,620
Wisconsin Central.....							3,220	54,400
Wisconsin & Northern.....								
Wisconsin & Michigan.....							10	200
Total	137	1,186	1,768	24,376	1,185	17,906	44,029	870,560

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Continued.

Total Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Continued.

Name of Company.	Class V. Capacities in the 50,000's of pounds.		Class VI. Capacities in the 60,000's of pounds.		Class VII. Capacities in the 70,000's of pounds.		Class VIII. Capacities in the 80,000's of pounds.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity Tons.	Number.	Aggregate capacity. Tons.
Abbotsford & N. E....	4	100	.....	.....	.....	.....	.....	.....
Ahnapee & Western....	10	250	2	60	.....	.....	.....	.....
Bayfield Transfer	43	1,075	6	180	.....	.....	.....	.....
C., M. & St. Paul....	913	22,825	25,615	768,450	.....	.....	6,914	270,560
Chicago & N. W.	14,066	351,650	16,814	504,420	1,500	54,600	18,006	744,240
C. St. P. M. & O.	2,302	57,550	2,314	60,420	542	18,970	1,847	73,880
C., B. & Q.	6,866	171,650	13,358	400,740	.....	.....	9,973	398,920
Chicago, L. S. & E. ....	.....	.....	1,175	35,250	.....	.....	9	360
C., H. & G. L. ....	.....	.....	.....	.....	.....	.....	.....	.....
Drummond & S. W.	82	2,050	.....	.....	.....	.....	.....	.....
Duluth, S. S. & A.	1,035	25,875	717	21,510	.....	.....	151	6,040
Fairchild & N. E.	5	125	5	150	.....	.....	.....	.....
Great Northern	651	16,275	10,716	321,480	.....	.....	13,088	523,520
Green Bay & W.	60	1,500	607	18,210	.....	.....	25	1,000
H., Neb. & S. ....	.....	.....	.....	.....	.....	.....	.....	.....
Hazelhurst & S. E. ....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central	3,625	90,625	17,752	532,500	.....	.....	31,469	1,258,760
K., G. B. & Western....	.....	.....	170	5,100	.....	.....	.....	.....
La Crosse & S. E.	19	475	.....	.....	.....	.....	.....	.....
M., T. & Western....	27	675	.....	.....	.....	.....	.....	.....
M., St. P. & S. S. M.	5,187	129,675	6,674	200,220	.....	.....	.....	.....
Mineral Pt. & N. ....	.....	.....	20	600	.....	.....	.....	.....
Northern Pacific	8,050	201,250	2,408	72,240	10,546	369,110	14,778	591,120
R. L. & V. Co.	20	500	.....	.....	.....	.....	.....	.....
Stanley, M. & P. ....	.....	.....	.....	.....	.....	.....	5	200
Wisconsin Central	654	16,350	4,172	125,160	.....	.....	263	10,520
Wisconsin & Northern	1	25	.....	.....	.....	.....	15	600
Wisconsin & Mich. ....	.....	.....	506	15,180	.....	.....	.....	.....
Total	43,620	1,090,500	108,081	3,090,930	12,648	442,680	97,143	3,885,720

DESCRIPTION OF EQUIPMENT, WHOLE LINE, 1907—Concluded.

Total Cars in Service of Railroads Reporting to the Railroad Commission of Wisconsin, Classified on the Basis of Capacity, on June 30, 1907—Concluded.

Name of Company.	Class IX. Capacities in the 90,000's of pounds.		Class X. Capacities in the 100,000's of pounds.		Class XII. Capacities in the 120,000's of pounds.		Total Classes I to XII.	
	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.	Number.	Aggregate capacity. Tons.
Abbotsford & N. E.....							4	100
Ahnapee & Western							31	620
Bayfield Transfer							62	1,515
Chicago, M. & St. Paul			3,211	160,550	3	180	44,101	1,376,451
Chicago & Northwestern			2	100	2	120	57,413	1,778,834
C., St. P., M. & O. R'y							11,798	312,044
Chicago, B. & Q.....			2,390	119,500			42,099	1,277,500
Chicago, L. S. & E.....			4,457	222,850			6,153	288,700
Chicago, Harv. & G. L.							1	10
Drummond & S. W.....							85	2,095
Duluth, S. S. & Atlantic							2,847	71,875
Fairchild & N. E.....							14	355
Great Northern			4,247	212,350			35,863	1,212,033
Green Bay & Western							747	21,690
Haw., Neb. & Superior							2	30
Hazlehurst & S. E.....							63	639
Illinois Central	244	10,980	3,697	184,950			57,949	2,100,853
K., Green Bay & W.....							170	5,100
La Crosse & S. E.....							23	535
Marinette, T. & W.....							27	675
M., St. P. & S. S. M.							12,895	350,575
Mineral Pt. & Northern							20	600
Northern Pacific			1,954	97,700			42,320	1,422,503
R. L. & Veneer Co.....							24	580
Stanley, Merrill & P.....							136	3,820
Wisconsin Central							8,300	203,430
Wisconsin & Northern							16	625
Wisconsin & Michigan			101	5,050			617	20,437
Total	244	10,980	20,060	1,002,950	5	300	323,869	10,438,165

MILEAGE, WHOLE LINE, 1907.

Mileage (single track) Operated by Railroads in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	Line represented by capital stock.		Line of proprietary company.	Line operated under lease.	Line operated under contract.
	Main line.	Branches and spurs.			
Abbotsford & N. E.....	15.16				
Ahnapee & Western.....	34.00				
Ashland, Odanah & M.....	10.00	16.00			
Bayfield Transfer.....	3.86				12.00
Big Falls R'y Co.....	21.00				
Chicago, Milw. & St. P.....	7,172.64				
Chicago & Northwestern.....	3,049.92	4,341.73	132.99		60.02
Chi., St. P., Mpls. & O.....	1,641.61				
Chicago, Burlington & Q.....	822.41	7,837.66			
Chicago, Lake Shore & E.....	11.35	162.36		66.09	
Chi., Har. & Geneva Lake.....	11.00				
Chicago & Lake Superior.....	3.00	.24			
Chippewa River & N.....	18.00				
Chippewa Valley & N.....	15.53				
Drummond & Southwestern.....	8.18				
Duluth S. Shore & Atlan.....	517.44	63.60			
Dunbar & Wausaukee.....	13.50				
Fairchild & Northeastern.....	38.00				
Great Northern.....			415.65	4,739.89	142.99
Green Bay & Western.....	212.50	12.50			
Hawthorne, Neb. & S.....	7.35				
Hazelhurst & Southeastern.....	11.00			2.70	
Hillsboro & Northeastern.....	5.00				
Illinois Central.....	1,354.79	748.94	1,390.06	20.56	844.52
Iola & Northern.....	4.70				
J. Davis L. Co., Log. R.....	20.50				
Kewaunee, Green Bay & W.....	36.70				
La Crosse & Southeastern.....	40.81				1.80
Lake Superior Ter. & Tr.....	18.33				
Laona & Northern.....	16.00				
Marathon County R'y Co.....	20.25				
Marinette, Tomahawk & W.....	43.77				
Mineral Point & N.....	26.40				
Mpls., St. P. & S. S. M.....	1,040.61	1,222.27			
Northern Pacific.....	2,669.69	2,556.48	6.70	194.73	
Northwestern Coal R'y Co.....	8.00				
Roddis L. & V. Co., Log. R.....	12.50				
Robbins R'y Co.....	30.00				
Stanley, Merrill & Phillips.....	37.66	7.56		5.98	
Superior & Southeastern.....	7.00	16.33			
Whitcomb & Morris.....	6.00				
Winona Bridge R'y Co.....	1.03				
Wisconsin Central.....	585.00	877.71			
Wisconsin & Michigan.....	73.38	49.91			
Wisconsin & Northern.....	27.42				
Wisconsin, Ruby & S.....	5.63				
Wisconsin Western.....	51.97				
Mattoon Ry. Co.....	29.36				
Total	19,840.03	17,713.79	1,945.42	5,029.89	1,061.33

MILEAGE, WHOLE LINE—Concluded.

Mileage (single track) Operated by Railroads in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907—Concluded.

Name of Company.	New line constructed during year.	Total mileage excluding trackage rights.	Line operated under trackage rights.	Rails.	
				Iron.	Steel.
Abbotsford & N. E.		15.16		3.01	19.15
Ahnapee & Western		34.00			34.00
Ashland, Odanah & M.		26.00	1.00		26.00
Bayfield Transfer		15.86			15.86
Big Falls R'y Co.		21.00			21.00
Chicago, Mil. & St. P.	147.04	7,173.64	238.18	81.96	7,060.68
Chicago & Northwestern	169.33	7,564.66	38.25	60.47	7,564.19
Chicago, St. P., Mpls. & O.	15.38	1,641.61	60.59	7.60	1,633.92
Chicago, Burlington & Q.	198.97	8,660.07	215.00	64.81	8,595.26
Chicago, Lake Shore & E.	44.77	239.80	296.95		239.80
Chl., Har. & Geneva Lake		11.00			11.00
Chicago & Lake Superior		3.24		2.64	.60
Chippewa River & N.		18.00			18.00
Chippewa Valley & N.	8.79	16.53			15.53
Drummond & Southwestern		8.18			8.18
Duluth, S. Shore & Atlan.		581.04	9.64	5.82	575.22
Dunbar & Wausaukee		13.50			13.50
Fairchild & N. E.		38.00			38.00
Great Northern	163.15	5,298.52	36.83	43.95	5,254.57
Green Bay & Western		225.00			225.00
Hawthorne, Neb. & S.		7.35			7.35
Hazelhurst & Southeastern		13.70	12.30		13.70
Hillsboro & N. E.		5.00			5.00
Illinois Central	7.35	4,358.89	18.55		4,358.89
Iola & Northern		4.70			4.70
J. R. Davis L. Co., Log. R.		20.50			20.50
Kewaunee, G. B. & W.		36.70			36.70
La Crosse & S. E.		42.61			42.61
Lake Superior Ter. & Tr.		18.33			18.33
Laona & Northern	3.00	16.00			16.00
Marathon County R'y Co.		20.25			20.25
Marinette, Tomahawk & W.		43.77			43.77
Mineral Point & N.		26.40			26.40
Mpls., St. P. & S. S. M.	133.67	2,262.88	19.17		2,262.88
Northern Pacific		5,757.60	52.56	29.64	5,727.96
Northwestern Coal R. Co.		8.00			8.00
Roddie L. & V. Co., Log. R.		12.50			12.50
Robbins R'y Co.		30.00			30.00
Stanley, Merrill & P.		51.15	4.54		51.15
Superior & S. E.	7.96	23.83			23.83
Whitcomb & Morris		6.00			6.00
Wisconsin Bridge R'y Co.		1.03			1.03
Wisconsin Central		962.80	50.94	82.09	880.71
Wisconsin & Michigan		123.29	8.50		123.29
Wisconsin & Northern		27.42			27.42
Wisconsin, Ruby & S.		5.62			5.62
Wisconsin Western		51.97			51.97
Mattoon Ry. Co.		29.36			29.36
Total	898.71	45,600.46	1,081.00	382.06	45,208.85

MILEAGE, WISCONSIN, 1907.

Mileage (single track) Operated by Railroads in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	Lines represented by capital stock.		Line of proprietary company.	Line operated under lease.	Line operated under contract.
	Main line.	Branches and spurs.			
Abbotsford & N. E.....	15.16	.....	.....	.....	.....
Ahnapee & Western.....	34.00	.....	.....	.....	.....
Ashland, Odanah & Mar...	10.00	16.00	.....	.....	.....
Bayfield Transfer	3.86	.....	.....	.....	12.00
Big Falls R'y Co.....	21.00	.....	.....	.....	.....
Chicago, M. & St. Paul...	1,722.77	.....	.....	.....	.....
Chicago & Northwestern...	953.85	826.18	129.74	.....	60.02
C., St. P., M. & O.....	756.69	.....	.....	.....	.....
Chi., Burlington & Quincy	222.57	.....	.....	.....	.....
Chi., L. Shore & Eastern	.....	.....	.....	19.46	.....
Chi., Harv. & Geneva L.....	5.50	.....	.....	.....	.....
Chicago & Lake Superior..	3.00	.24	.....	.....	.....
Chp. River & Northern.....	18.00	.....	.....	.....	.....
Chp. Valley & Northern...	15.53	.....	.....	.....	.....
Drummond & Southwestern	8.18	.....	.....	.....	.....
Duluth, S. S. & Atlantic..	106.53	3.84	.....	.....	.....
Dunbar & Wausaukee.....	13.60	.....	.....	.....	.....
Fairchild & N. E.....	38.00	.....	.....	.....	.....
Great Northern .....	.....	.....	.....	37.69	.....
Green Bay & Western.....	212.50	12.50	.....	.....	.....
Hawthorne, Nebag. & S.....	7.35	.....	.....	.....	.....
Hazelhurst & S. E.....	11.00	.....	.....	2.70	.....
Hillsboro & N. E.....	5.00	.....	.....	.....	.....
Illinois Central	91.31	.....	.....	.....	.....
Iola & Northern	4.70	.....	.....	.....	.....
J. R. Davis L. Co. (L. R.)	20.50	.....	.....	.....	.....
Kewaunee, G. B. & W.....	36.70	.....	.....	.....	.....
La Crosse and S. E.....	40.81	.....	.....	.....	1.80
Lake Sup. T. & T.....	18.33	.....	.....	.....	.....
Laona & Northern.....	16.00	.....	.....	.....	.....
Marathon Co. Ry. Co.....	20.25	.....	.....	.....	.....
Marquette, T. & Western..	43.77	.....	.....	.....	.....
Mineral Pt. & Northern...	26.40	.....	.....	.....	.....
Mpls., St. P. & S. Ste. M.	262.80	90.21	.....	.....	.....
Northern Pacific	86.85	57.83	.....	.....	.....
Northwestern Coal R'y Co.	8.00	.....	.....	.....	.....
R. L. & V. Co., Log. R'y	12.50	.....	.....	.....	.....
Robbins R'y Co.....	30.00	.....	.....	.....	.....
Stanley, Merrill & P.....	37.66	7.56	.....	5.98	.....
Superior & Southeastern...	7.00	16.83	.....	.....	.....
Whitcomb & Morris.....	6.00	.....	.....	.....	.....
Winona Bridge R'y Co.....	.54	.....	.....	.....	.....
Wisconsin Central	512.68	345.39	.....	.....	.....
Wisconsin & Michigan.....	32.63	34.48	.....	.....	.....
Wisconsin & Northern.....	27.42	.....	.....	.....	.....
Wis., Ruby & Southern.....	5.69	.....	.....	.....	.....
Wisconsin Western	51.97	.....	.....	.....	.....
Mattoon R'y Co.....	29.38	.....	.....	.....	.....
Total	5,613.73	1,411.06	129.74	65.78	73.82

MILEAGE, WISCONSIN, 1907—Continued.

Name of Company.	New line constructed during year.	Total mileage, excluding trackage rights.	Line operated under trackage rights.	Rails.	
				Iron.	Steel.
Abbotsford & Northeastern		15.16		3.01	19.15
Ahnapee & Western		34.00			34.00
Ashland, Odanah & Mar...		26.00	1.00		26.00
Bayfield Transfer		15.88			15.88
Big Falls R'y Co.		21.00			21.00
Chi., Milwaukee & St. P.		1,722.77	8.96		1,722.77
Chicago & Northwestern	143.37	1,969.79		7.37	1,962.42
Chi., St. P., Mpls. & O.		759.69	1.28	3.13	753.56
Chi., Burlington & Quincy		222.57	.53		222.57
Chi., L. Shore & Eastern	.17	19.46			19.46
Chi., Harv. & Geneva L.		5.50			5.50
Chicago & Lake Superior		3.24		2.64	.60
Chp. River & Northern		18.00			18.00
Chp. Valley & Northern	3.79	15.53			15.53
Drummond & Southwestern		8.18			8.18
Duluth, S. S. & Atlantic		110.37	3.40		110.37
Dunbar & Wausaukee		13.50			13.50
Fairchild & Northeastern		38.00			38.00
Great Northern		37.69			37.69
Green Bay & Western		225.00			225.00
Hawthorne, Neb. & Sup.		7.35			7.35
Hazelhurst & Southeastern		13.70	12.30		13.70
Hillsboro & Northeastern		5.00			5.00
Illinois Central		91.31			91.31
Iola & Northern		4.70			4.70
J. R. Davis Lumber Co., Logging R'y		20.50			20.50
Kewaunee, G. B. & W.		36.70			36.70
La Crosse and S. E.		42.61			42.61
Lake Superior T. & T.		18.33			18.33
Laona & Northern	3.00	16.00			16.00
Marathon County R'y Co.		20.25			20.25
Marinette, T. & Western		43.77			43.77
Mineral Pt. & Northern		26.40	4.20		26.40
Mpls., St. P. & S. Ste. M.		353.01			353.01
Northern Pacific		144.68	1.06	.18	144.50
Northwestern Coal R'y Co.		8.00			8.00
Roddie Lumber & Veneer Co., Logging R'y		12.50			12.50
Robbins R'y Co.		30.00			30.00
Stanley, Merrill & P.		51.15	4.54		51.15
Superior & Southeastern	7.96	23.83			23.83
Whitcomb & Morris		6.00			6.00
Winona Bridge R'y Co.		.54			.54
Wisconsin Central		356.07	28.92	66.25	791.82
Wisconsin & Michigan		37.10	6.68		67.10
Wisconsin & Northern		27.42			27.42
Wis., Ruby & Southern		5.62			5.62
Wisconsin Western		51.97			51.97
Mattoon R'y Co.		29.36			29.36
Total	158.29	7,294.18	68.69	82.58	7,211.60

TRACK MILEAGE, 1907.

Operated by Railroads in Wisconsin as Reported to the Railroad Commission
for the Year Ending June 30, 1907.

Wisconsin.

Name of Company.	Miles of first track.	Miles of second track.	Miles of third track.	Miles of fourth track.	Miles of yard track, sidings, etc.	Total
Abbotsford & Northeastern	15.16					15.16
Ahnapee & Western	34.00				3.21	37.21
Ash., Odanah & Marengo	27.00				1.50	28.50
Bayfield Transfer	15.86					15.86
Chi., Mil. & St. Paul	1,731.75	189.24	1.03	*14.50	845.71	2,781.88
Chicago & Northwestern	1,909.79	165.46	3.00	35.54	802.68	3,106.47
Chi., St. P. Mpls. & O.	767.97	40.00			243.17	1,041.23
Chi., Burl. & Quincy	223.10	8.70			66.03	297.83
Chi., L. S. & Eastern	19.46					19.46
Chi., Harv. & Geneva L.	5.50				.50	6.00
Chicago & Lake Sup.	3.24					3.24
Chippewa R. & Northern	18.00					18.00
Chippewa V. & Northern	15.53					
Drummond & S. W.	8.18				12.92	21.10
Duluth, S. S. & Atlantic	113.77				17.94	131.71
Dunbar & Wausaukee	13.50					13.50
Fairchild & Northeastern	38.00				2.00	40.00
Great Northern	37.66	19.58			77.26	124.48
Green Bay & Western	225.00				28.69	253.69
Hawthorne, Nebag. & Sup.	7.35				.65	8.00
Hazelhurst & Southeastern	26.00				1.00	27.00
Hillsboro & Northeastern	5.00				.75	5.75
Illinois Central	91.31				12.42	103.73
Iola & Northern	4.70				.68	5.38
J. R. Davis L. Co., L. Ry.	20.50					20.50
Kewaunee, G. B. & W.	36.70				6.35	43.05
LaCrosse & Southeastern	42.61				3.18	45.79
L. Sup. Term. & Trans.					18.33	18.33
Laona & Northern	16.00					16.00
Marathon County Ry. Co.	20.25					20.25
Marinette, T. & W.	43.77				8.30	52.07
Mineral Point & Northern	30.60				2.74	33.34
Mpls., St. P. & S. Ste. M.	353.01				73.08	426.09
Northern Pacific	145.74	.86			41.91	188.50
Northwestern Coal Ry. Co.	8.00					8.00
Roddis L. & V. Co.	12.50					12.50
Robbins Ry. Co.	30.00					30.00
Stanley, Merrill & Phillips	56.69				3.12	59.81
Superior & Southeastern	23.83					23.83
Whitcomb & Morris	6.00					6.00
Winona Bridge Ry. Co.	.54					.54
Wisconsin Central	886.99	8.42			225.25	1,120.66
Wisconsin & Michigan	73.78				19.01	92.79
Wisconsin & Northern	27.42				3.16	30.58
Wisconsin, Ruby & S.	5.62					5.62
Wisconsin Western	51.97				4.15	56.12
Mattoon Ry. Co.	29.36					29.36
Total	7,327.74	431.29	40.62	50.10	2,620.09	10,469.43

* Connecting track.

TRACK MILEAGE, 1907—Concluded.

Whole Line.

Name of Company.	Miles of first track.	Miles of second track.	Miles of third track.	Miles of fourth track.	Miles of yard track, sidings, etc.	Total.
Abbotsford & Northeastern	15.16					15.16
Ahnapee & Western	34.00				3.91	37.91
Ashland, Odanah & M.	37.00				1.50	38.50
Bayfield Transfer	15.86					15.86
Chi., Milw. & St. Paul	7,410.82	492.51	7.76	2.74	2,204.63	10,118.51
Chicago & Northwestern	7,622.91	820.09	83.94	77.91	2,793.23	11,398.08
Chi., St. P., Mpls. & O.	1,711.20	64.17	3.18	2.50	539.08	2,320.13
Chi., Burlington & Quincy	8,875.07	592.10	23.55		2,439.77	11,930.49
Chicago, L. S. & Eastern	536.75	10.32				547.07
Chi., Harv. & Geneva Lake	11.00				.61	11.61
Chicago & Lake Superior	3.24					3.24
Chippewa R. & Northern	18.00					18.00
Chippewa V. & Northern	15.53				3.79	19.32
Drummond & S. W.	8.13				13.93	21.10
Duluth, S. S. & Atlantic	560.68	2.50			147.04	740.22
Dunbar & Wausaukee	13.50					13.50
Fairchild & Northeastern	38.00				2.00	40.00
Great Northern	5,335.35	92.83	9.29	9.29	1,334.97	6,771.72
Green Bay & Western	225.00				23.69	253.69
Hawthorne, Nebag. & Sup.	7.35				.65	8.00
Hazelhurst & Southeastern	26.00				1.00	27.00
Hillsboro & Northeastern	5.00				.75	5.75
Illinois Central	4,377.44	673.53	13.67	13.81	1,714.32	6,797.77
Iola & Northern	4.70				.65	5.35
J. R. Davis L. Co., L. Ry.	20.50					20.50
Kewaunee, G. B. & W.	36.70				8.35	45.05
La Crosse & Southeastern	42.61				3.18	45.79
Lake Superior T. & T.					18.33	18.33
Laona & Northern	16.00					16.00
Marathon County Ry. Co.	20.25					20.25
Marinette, Tomah'k & W.	43.77				8.30	52.07
Mineral Point & Northern	30.60				2.74	33.34
Mpls., St. P. & S. Ste. M.	2,282.05				366.30	2,648.35
Northern Pacific	5,810.18	246.05	1.58		1,527.12	7,584.91
Northwestern Coal Ry. Co.	8.00					8.00
Roddis L. & V. Ry. Co.	12.50					12.50
Robbins Ry. Co.	30.00					30.00
Stanley, Merrill & Phillips	55.60				3.12	58.72
Superior & S. E.	23.83					23.83
Whitcomb & Morris	6.00					6.00
Winona Bridge Ry. Co.	1.03					1.03
Wisconsin Central	1,063.74	53.53	7.65	7.65	274.59	1,394.89
Wisconsin & Michigan	131.79				23.16	159.95
Wisconsin & Northern	27.42				3.16	30.58
Wisconsin, Ruby & S.	5.62					5.62
Wisconsin Western	51.97				4.15	56.12
Mattoon Ry. Co.	29.36					29.36
Total	46,636.33	3,061.63	150.61	113.90	13,464.12	63,416.56

WISCONSIN MILEAGE, 1906 AND 1907.

Comparative Statement of Railroad Mileage in Wisconsin on June 30, 1906, and June 30, 1907, as Reported to the Railroad Commission.

Name of Company.	Miles of road operated on June 30, 1906, excluding trackage rights.	Miles of road operated on June 30, 1907, excluding trackage rights.	Increase.	Decrease.
Abbotsford & Northeastern.....	15.16	15.16		
Ahnapee & Western	34.00	34.00		
Ashland, Odanah & Marengo.....		26.00	26.00	
Bayfield, Lake S. & Western.....	12.00			12.00
Bayfield Transfer		15.86	15.86	
Big Falls R'y Co.	21.00	21.00		
Chicago, Milwaukee & St. Paul	1,722.77	1,722.77		
Chicago & Northwestern.....	1,869.42	1,969.79	143.37	
Chi., St. P., Mpls. & Omaha.....	756.69	756.69		
Chicago, Burlington & Quincy.....	222.57	222.57		
Chicago, Lake Shore & Eastern.....	19.38	19.46	.08	
Chicago, Harv. & Geneva Lake.....	5.50	5.50		
Chicago & Lake Superior.....	3.24	3.24		
Chippewa River & Northern.....	21.00	18.00		3.00
Chippewa Valley & Northern.....	11.74	16.53	3.79	
Drummond & Southwestern.....	8.18	8.18		
Duluth, South S. & Atlantic.....	110.81	110.37		.44
Dunbar & Wausaukee.....	13.50	13.50		
Fairchild & N. E.	33.00	33.00	5.00	
Great Northern	37.69	37.69		
Green Bay & Western	225.00	225.00		
Hawthorne, Nebagamon & Sdp.....	33.50	7.35		26.15
Hazelhurst & Southeastern.....	11.00	13.70	2.70	
Hillsboro & Northeastern.....	5.00	5.00		
Illinois Central	91.31	91.31		
Iola & Northern		4.70		
J. R. Davis Lumber Co., Logging Ry.	20.50	20.50		
Kewaunee, G. B. & Western.....	36.70	36.70		
La Crosse and Southeastern.....	40.81	40.81		
Lake Sup. Terminal & Transfer.....	17.51	13.33		.82
Laona & Northern.....		16.00	16.00	
Marathon County Ry. Co.		20.25	20.25	
Marinette, Tomahawk & W.....	43.77	43.77		
Mineral Point & Northern.....	26.40	26.40		
Mpls., St. P. & S. Ste. M.....	355.69	353.01		2.65
Northern Pacific	144.68	144.68		
Northwestern Coal R'y Co.....	8.00	8.00		
Oshkosh Transportation Co.....				
Roddis L. & V. Co., Log. R'y	10.00	12.50	2.50	
Robbins R'y Co.	30.00	30.00		
Stanley, Merrill & Phillips.....	51.76	51.15		.61
Superior & S. E.	15.87	23.83	7.96	
Whitcomb & Morris.....	6.00	6.00		
Winona Bridge R'y Co.....	.54	.54		
Wisconsin Central	812.37	858.07	45.70	
Wisconsin & Michigan.....	67.10	67.10		
Wisconsin & Northern.....		27.42	27.42	
Wisconsin, Ruby & Southern.....		5.62	5.62	
Wisconsin Western	51.97	51.97		
Mattoon R'y Co.	29.36	29.36		
Total	7,014.16	7,292.38	278.22	

WISCONSIN MILEAGE, 1906 AND 1907—Concluded.

Comparative Statement of Railroad Mileage in Wisconsin on June 30, 1906, and June 30, 1907, as Reported to the Railroad Commission.

Name of Company.	Miles of road operated under trackage rights, June 30, 1907.	Total miles of road operated on June 30, 1907, including trackage rights.	Remarks.
Abbotsford & Northeastern.....		15.16	
Ahnapee & Western.....		34.00	
Ashland, Odanah & Marengo.....	1.00	27.00	New road.
Bayfield, Lake Shore & W.....			Reported by Bayfield Transfer Ry. Co., 1907.
Bayfield Transfer.....		15.86	No report made for 1906.
Big Falls Ry. Co.....		21.00	
Chicago, Milwaukee & St. Paul.....	8.98	1,731.75	Extensions: E. Bryant to Elton, 9.01 miles; Manitowoc to Fox River, 34.74 miles; Cenover to Hackler, 9.83 miles; Fox River to Green Bay, 1.31 miles; Marathon city to Rib Falls, 4.75 miles; Duck Creek to Gillette, 29.74 miles; Elton to Wolf River Val. Jct., 6.60 miles; Elrod Jct. to Pulaski, 47.69 miles.
Chicago & Northwestern.....		1,969.79	
Chic., St. Paul, Minneap. & O.....		756.69	
Chicago, Burlington & Quincy.....	.53	223.10	
Chicago, Lake Shore & Eastern.....		19.46	Extension: Bay View Works to Milwaukee, .17 mile; tracks taken up at Bay View .09 mile.
Chicago, Harvard & Gen.-va L.....		5.50	Road abandoned, 3 miles.
Chicago & Lake Superior.....		3.24	Extension: 8.79 miles.
Chippewa River & Northern.....		18.00	
Chippewa Valley & Northern.....		15.53	
Drummond & Southwestern.....		8.18	
Duluth, South Shore & Atlantic.....	3.40	113.77	Charges in branches and spurs causing net decrease of .44 mile.
Duluth, S. P. & Western Term.....			Repd. by Gr. Nor. Ry. Co.
Doubar & Wausauke.....		13.50	
Fairchild & Northeastern.....		38.00	Extension: Bright to Owen 5 miles.
Great Northern.....		37.69	Includes mileage D. S. & W. Terminal Co. (5.28 miles.)
Green Bay & Western.....		225.00	Road abandoned: 26.15 mi. Leased from C. & N. W. Ry. Co., 2.70 miles.
Hawthorne, N. Wagon & Sup.....		7.35	
Hazlehurst & Southeastern.....	12.30	26.00	
Hillsboro & Northeastern.....		5.00	
Illinois Central.....		91.31	
Iola & Northern.....		4.70	
J. R. Davis Lumber Co. Log. Ry.....		20.50	
Kewaunee, Green Bay & Western.....		36.70	
La Crosse and Southeastern.....	1.80	42.61	
Lake Superior Term. & Trans.....		18.33	Extension: .82 miles.
Laona & Northern.....		16.00	No report made for 1906.
Marathon County Ry. Co.....		20.25	No report made for 1906.
Marquette, Tomahawk & West'n.....		43.77	
Mineral Point & Northern.....	4.20	30.60	
Minneap., St. P. & S. Ste. Marie.....		353.01	
Northern Pacific.....	1.06	145.74	
Northwestern Coal Ry. Co.....		8.00	
Oshkosh Transportation Co.....			Op'd. by C. & N. W. Ry. Co.
Roddis Lum & Ven. Co Log. Ry.....		12.50	Extensions: 2.0 miles.
Robbins Ry. Co.....		30.00	
St.aley, Merrill & Phillips.....	4.54	55.69	
Superior & Southeastern.....		21.83	
Whitcomb & Morris.....		6.00	
Winona Bridge Ry. Co.....		.54	
Wisconsin Central.....	28.92	886.99	Extension: Owen to Ladysmith, 45.31 miles.
Wisconsin & Michigan.....	6.68	73.78	N-w road.
Wisconsin & Northern.....		27.42	New road.
Wisconsin, Ruby & Southern.....		5.62	
Wisconsin Western.....		51.97	
Watson Ry. Co.....		29.38	
Total.....	73.41	7,365.79	

RENEWAL OF RAILS, WHOLE LINE, 1907.

New Rails Laid by Railroads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	56 and 60 pounds per yard. No. of tons	66 and 67 pounds per yard. No. of tons.	70 and 72 pounds per yard. No. of tons	75 and 77½ pounds per yard. No. of tons.	80 pounds per yard. No. of tons.
Abbotsford & Northeastern			115		
Ashland, Odanah & Mar...	150				
Chi., Milwaukee & St. Paul				29,565	
Chicago & Northwestern...	2,625		16,257		4
Chi., St. P., Mpls. & O...					8,474
Chicago, Bur. & Quincy...		397		1,559	
Chicago, Lake S. & Eastern	59	1		31	1,481
Duluth, S. S. & Atlantic...			550		
Great Northern	1,969	3,366	4,485	1,136	1,354
Green Bay & Western			973	1,829	
Illinois Central				12	
Kewaunee, Green B. & W.			1,195		
Lake Superior T. & T.	7				
Mineral Pt. & Northern	22				
Mpls., St. P. & S. Ste. M.					119
Northern Pacific	1	140	98	1	
Wisconsin Central					
Total	4,859	3,904	23,678	34,168	11,432

RENEWAL OF RAILS, WHOLE LINE, 1907—Continued.

Name of Company.	85 pounds per yard. No. of tons.	90 pounds per yard. No. of tons.	Total number of tons.	Average price per ton at dis- tributing point.
Abbotsford & Northeastern			115	28.60
Ashland, Odanah & Marengo			150	36.40
Chicago, Milwaukee & St. Paul			29,565	27.96
Chicago & Northwestern		17,675	36,561	28.07
Chi., St. Paul, Mpls. & Omaha			8,474	28.36
Chicago, Burlington & Quincy	59,544		61,500	28.67
Chicago, Lake Shore & Eastern	2	330	1,893	26.03
Duluth, South Shore & Atlantic			550	30.65
Great Northern	33,270		50,600	30.68
Green Bay & Western			2,802	29.18
Illinois Central	21,006		21,018	28.00
Kewaunee, Green Bay & Western			1,195	30.00
Lake Superior Terminal & Transfer	33		40	30.47
Mineral Point & Northern			22	
Mpls., St. Paul & Sault Ste. Marie			119	30.50
Northern Pacific	56,573		58,813	29.49
Wisconsin Central	4,884		4,884	28.56
Total	189,313	17,995	278,331	

RENEWALS OF RAILS, WISCONSIN, 1907.

New Rails Laid by Railroads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of Company.	56 and 60 pounds per yard. No. of tons.	70 and 72 pounds per yard. No. of tons.	75 and 77½ pounds per yard. No. of tons.	80 pounds per yard. No. of tons.
Abbotsford & Northeastern.....	.....	115	.....	.....
Ashland, Odanah & Marengo.....	150	.....	.....	.....
Chicago, Milwaukee & St. Paul.....	.....	.....	7,996	.....
Chicago & Northwestern.....	1,187	1,420	.....	3
Chicago, St. Paul, Mpls. & O.....	.....	.....	.....	3,889
Chicago, Burlington & Quincy.....	.....	.....	.....	.....
Chicago, Lake Shore & Eastern.....	.....	.....	9	.....
Great Northern.....	215	142	7	1
Green Bay & Western.....	.....	973	1,829	.....
Kewaunee, Green Bay & W.....	.....	.....	1,195	.....
Lake Superior T. & T.....	7	.....	.....	.....
Mineral Point & Northern.....	22	.....	.....	.....
Northern Pacific.....	.....	.....	.....	.....
Total	1,531	3,845	9,841	3,893

RENEWALS OF RAILS, WISCONSIN, 1907—Continued.

Name of Company.	85 pounds per yard. No. of tons.	90 pounds per yard. No. of tons.	Total number of tons.	Average price per ton at distributing point.
Abbotsford & Northeastern.....	.....	.....	115	\$28.60
Ashland, Odanah & Marengo.....	.....	.....	150	36.40
Chicago, Milwaukee & St. Paul.....	.....	.....	7,996	27.96
Chicago & Northwestern.....	.....	7,066	9,646	28.13
Chicago, Burlington & Quincy.....	71	.....	71	.....
Chi., St. Paul, Mpls. & O.....	.....	.....	3,889	28.36
Chicago, Lake Shore & Eastern.....	.....	.....	9	20.50
Great Northern.....	436	.....	801	29.41
Green Bay & Western.....	.....	.....	2,802	29.18
Kewaunee, Green Bay & W.....	.....	.....	1,195	30.00
Lake Superior Term. & Trans.....	33	.....	40	30.47
Mineral Point & Northern.....	.....	.....	23	.....
Northern Pacific.....	21	.....	21	29.43
Wisconsin Central.....	4,884	.....	4,884	28.66
Total	5,445	7,066	31,641	.....

NEW TIES LAID, WHOLE LINE, 1907.

On Roads Operating in Wisconsin as Reported to the Railroad Commission for
Year Ending June 30, 1907.

Name of Company.	Oak.		Tamarack.	
	Number.	Average price at distributing point.	Number.	Average price at distributing point.
Abbotsford & Northeastern.....				
Ahnapee & Western				
Ashland, Odanah & Marengo...				
Bayfield Transfer				
Chicago & Northwestern.....	570,375	\$0.6192		
Chi., St. Paul, Mpls. & Omaha	46,071	.65	72,272	\$0.41
Chicago, Bur. & Quincy.....	1,412,850	.66		
Chicago, Lake Shore & Eastern	41,043	.50-.62		
Chicago, Harv. & Geneva Lake	822	.51		
Duluth, S. Shore & Atlantic...			29,037	.2723
Green Bay & Western.....	3,487	.50		
Illinois Central	897,208	.3709		
Kewaunee, Green Bay & W....	3,163	.50		
Lake Superior Term. & Trans.			4,171	.52
Northern Pacific	30,577	.478	730,381	.497
Northwestern Coal R'y Co.....			1,196	.407
Stanley, Merrill & Phillips....			3,307	.434
Wisconsin & Michigan.....			4,721	.35
Total	3,006,196		845,085	

NEW TIES LAID, WHOLE LINE, 1907—Continued.

Name of Company.	Pine.		Cedar.		Hemlock.	
	Number.	Average price at distributing point.	Number.	Average price at distributing point.	Number.	Average price at distributing point.
Abbotsford & N. E.					4,475	\$0.33407
Ahnapee & Western			1,700	\$0.40	1,700	.30
Ashland, Odanah & Mar....	12,000	\$0.1667				
Bayfield Transfer			3,721	.90	2,202	.30
Chicago & Northwestern.....						
Chi., St. P., M. & O.....	6,994	.35	103,746	.53	66,153	.37
Chicago, Bur. & Quincy....	25,731	.45-.50	291,790	.51		
Chicago, L. Shore & E.....			126	.48	5,015	.43
Chi., Harv. & Geneva L....			375	.55		
Drummond & S. E.....					11,068	.1066
Duluth, S. S. & Atlantic....			17,889	.2813	96,629	.2678
Green Bay & Western.....			10,461	.60	55,790	.40
Illinois Central	1,165	.38			1,346	.37
Kewaunee, Green B. & W....						
Lake Sup. Term. & T.....						
Northern Pacific						
N. W. Coal R'y Co.....					754	.445
Stanley, Merrill & P.....					8,942	.34
Wisconsin & Michigan....			1,500	.27		
Total	45,890		431,258		254,094	

NEW TIES LAID, WHOLE LINE, 1907—Continued.

Name of Company.	Mixed.		Culls.	
	Number.	Average price at distributing point.	Number.	Average price at distributing point.
Abbotsford & Northeastern.....				
Ahnapee & Western.....				
Ashland, Odanah & M.....				
Bayfield Transfer				
Chicago, Milwaukee & St. Paul.....	919,005	\$0.4890		
Chicago & Northwestern.....	1,514,086	.4629		
Chicago, St. P. Mpls & O.....	1,748	.30	13,097	\$0.14
Chicago, Burlington & Quincy..	1,049,162	.51		
Chicago, Lake Shore & E.....				
Chi., Harvard & Geneva Lake.....				
Drummond & Southwestern.....				
Duluth, S. Shore & Atlantic....	188	*1.4386	8,689	.0869
Great Northern	1,102,712	.4419		
Green Bay & Western.....				
Hawthorne, Nebagamon & S.....			1,000	.10
Illinois Central	33,646	.35		
Kewaunee, Green Bay & W.....	6,535	.35		
Lake Superior Ter. & Trans....				
Marinette, Tomahawk & W....	12,361	.25		
M. St. P. & S. S. M.....	516,741	.3585	10,141	.2037
Northern Pacific	1,080,073	.383		
Northwestern Coal & P. Co.....				
Stanley, Merrill & P.....				
Whitcomb & Morris	1,000	.25		
Wisconsin Central.....	292,047	.687		
Wisconsin & Michigan.....				
Total	6,529,689		28,477	

* Head Blocks.

NEW TIES LAID, WHOLE LINE, 1907—Concluded.

Name of Company.	Bridge.		Switch.		Total.	
	Num- ber.	Average price at distribut- ing point.	Num- ber.	Average price at distribut- ing point.	Number	Average price at distribut- ing point.
Abbotsford & N. W.					4,475	\$0.33467
Ahnapee & Western					3,400	.35
Ashland, Odanah & M.					12,000	.1667
Bayfield Transfer					5,083	
Chicago, Mil. & St. P.					919,005	.4900
Chicago & Northwestern					2,084,461	.5037
Chi., St. P., Mpls. & O.					311,281	.46
Chicago, Bur. & Q.					2,779,583	
Chicago, Lake Shore & E.					46,184	.53
Chi., Har. & Gen. Lake					1,197	
Drummond & S. W.					11,083	.1066
Duluth, S. Shore & A.	1,400	\$1.6903	4,699	\$0.5332	153,423	.2881
Great Northern					1,102,712	.4419
Green Bay & Western					69,738	.435
Hawthorne, Neb. & S.					1,000	.10
Illinois Central					932,019	.37
Iola & Northern					1,346	.37
Kewaunee, G. B. & W.					9,488	.40
L. Superior Ter. & Trs.			545	1.12	4,716	.59
Marquette, T. & W.					12,361	.25
Mpls., St. P. & S. S. M.			1,962	.55	528,844	.356
Northern Pacific					1,841,081	.43
Northwestern Coal & Co.			332	2.037	1,528	.7661
Stanley, Merrill & P.					4,061	.436
Witcomb & Morris					1,000	.26
Wisconsin Central	1,579	1.152	16,000	.619	309,626	.308
Wisconsin & Michigan					15,163	.34
Total	2,979		23,538		11,167,206	

NEW TIES LAID, WISCONSIN, 1907.

On Roads Operating in Wisconsin as Reported to the Railroad Commission
for the Year Ending June 30, 1907.

Name of Company.	Oak.		Tamarack.	
	Number.	Average price at distributing point.	Number.	Average price at distributing point.
Abbotsford & Northeastern	4			
Ahnapee & Western				
Ashland, Odanah & Marengo ..				
Bayfield Transfer				
Chicago & Northwestern	203,803	\$0.5527		
Chi., St. Paul, Mpls. & Omaha ..	28,403	.63	32,202	\$0.39
Chicago, Burlington & Quincy ..	70,199	.66		
Chicago, Lake Shore & Eastern ..	790	.59		
Chi., Harvard & Geneva Lake ..	322	.51		
Drummond & Southwestern				
Duluth, South Shore & Atlantic ..			40	.2723
Green Bay & Western	3,487	.50		
Illinois Central	4,642	.38		
Iola & Northern				
Kewaunee, Green Bay & West ..	3,163	.50		
Lake Superior Term. & Trans.			4,171	.52
Northern Pacific	2,154	.42	45,415	.494
Northwestern Coal Ry. Co.			1,196	.407
Stanley, Merrill & Phillips			3,307	.434
Wisconsin & Michigan			2,509	.35
Total	317,512		88,900	

NEW TIES LAID, WISCONSIN, 1907—Continued.

Name of Company.	Pine.		Cedar.		Hemlock.	
	Num-ber.	Average price at distribu-tion point.	Num-ber.	Average price at distribut-ing point.	Num-ber.	Average price at distribu-ting point.
Abbotsford & N. B.					4,475	\$0.33407
Ahnapee & Western			1,700	\$0.40	1,700	.30
Ashland, Odanah & M.	12,000	\$0.1667				
Bayfield Transfer			3,721	.30	2,202	.30
Chicago & Northwestern						
Chi., St. P., Mpls. & O.	3,578	.34	26,241	.51	23,865	.34
Chi., Burlington & Q.			4,722	.51		
Chicago, L. S. & Eastern					4,584	.43
Chi., Harv. & Geneva L.			375	.55		
Drummond & S. W.					11,066	.1060
Duluth, S. S. & Atl.			327	.2813	26,303	.2678
Green Bay & Western			10,461	.60	55,790	.40
Illinois Central						
Iola & Northern					1,346	.37
Kewaunee, G. B. & W.						
Lake Superior T. & T.						
Northern Pacific						
Northwestern Coal Ry.						
Stanley, Merrill & Phillips					754	.495
Wisconsin & Michigan			816	.27	4,866	.34
Total	15,578		48,363		135,963	

NEW TIES LAID, WISCONSIN, 1907—Continued.

Name of Company.	Mixed.		Culls.	
	Number.	Average price at distributing point.	Number.	Average price at distributing point.
Abbotsford & Northeastern				
Ahnapee & Western				
Ashland, Odanah & Marengo				
Bayfield Transfer				
Chicago, Milwaukee & St. Paul	248,477	\$0.4800		
Chicago & Northwestern	309,326	.4088		
Chi., St. Paul, Mpls. & O.	2,381	.30	10,734	\$0.14
Chicago, Burlington & Quincy	490	.45-.50		
Chicago, Lake Shore & Eastern				
Chicago, Harvard & Geneva L.				
Drummond & Southwestern				
Duluth, South Shore & Atlantic	3	*1.4338	593	.0800
Great Northern	34,656	.4007		
Green Bay & Western				
Hawthorne, Nebagamon & Sup.			1,000	.10
Illinois Central				
Iola & Northern				
Kewaunee, Green Bay & W.	6,325	.35		
Lake Superior Term. & Trans.				
Marinette, Tomahawk & W.	12,361	.25		
Mpls., St. P. & Sault Ste. M.	149,907	.36		
Northern Pacific				
Northwestern Coal Ry. Co.				
Stanley, Merrill & Phillips				
Whitcomb & Morris	1,000	.25		
Wisconsin Central	259,460	.289		
Wisconsin & Michigan				
Total	1,024,392		12,330	

* Head Blocks.

NEW TIES LAID, WISCONSIN, 1907—Continued.

Name of Company.	Bridge.		Switch.		Total.	
	Number.	Average price at distributing point.	Number.	Average price at distributing point.	Number.	Average price at distributing point.
Abbotsford & N. E.....					4,475	\$0.33407
Ahnapee & Western					3,400	.35
Ashland, Odanah & M....					12,000	.1007
Bayfield Transfer					5,623	.....
Chi., Milw. & St. Paul..					243,477	.4800
Chicago & Northwestern..					513,188	.4629
Chi., St. P., Mpls. & O....					127,394	.43
Chi., Burl. & Quincy.....					75,411	.....
Chi., L. S. & Eastern					5,384	.45
Chi., Harv. & Geneva L....					1,197	.....
Drummond & S. W.....					11,089	.1096
Duluth, S. S. & Atlantic.	736	\$1.6900	259	\$0.5232	97,314	.2354
Great Northern					34,856	.4667
Green Bay & Western					69,738	.435
Hawthorne, Nebag. & S....					1,000	.10
Illinois Central					4,642	.38
Iola & Northern					1,346	.37
Kewaunee, G. B. & W....					9,438	.40
Lake Superior T. & T.....			545	1.12	4,710	.59
Marquette, T. & W.....					12,361	.25
Mpls., St. P. & S. S. M....					140,907	.39
Northern Pacific					47,569	.491
Northwestern Coal Ry....			332	2.097	1,528	.7661
Stanley, Merrill & P....					4,061	.436
Whitcomb & Morris					1,000	.25
Wisconsin Central	1,498	1.149	13,606	.616	274,970	.309
Wisconsin & Michigan ..					8,261	.84
Total	2,234		14,742		1,600,064	

CONSUMPTION OF FUEL BY LOCOMOTIVES, WHOLE LINE, 1907.

For Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Passenger Locomotives.

Name of Company.	Bituminous coal. Tons.	Wood.		Total fuel con- sumed. Tons.	Miles run.	Average pounds consumed per mile.
		Hard. Cords.	Soft. Cords.			
Abbotsford & N. E.						
Ahnapee & W.	11,181		48	1,305	49,636	56.53
Ashland, Odanah & M.						
Bayfield Transfer.						
C., M. & St. P.	564,098		592	564,394	13,876,999	87.66
Chicago & N. W.	833,287	2,987	5,875	838,183	17,070,956	98.30
C., St. P., Mpls. & O.	150,375		2,008	151,378	3,439,636	88.02
Chi., B. & Q.	806,179		7,922	810,308	16,087,068	100.74
Chi., L. S. & E.						
Chi., Harv. & G. L.	784			784	40,730	39.00
Chi., & Lake Superior.	720			720	9,380	150.00
Chippewa R. & N.						
Chippewa V. & N.						
Drummond & S. W.						
Duluth, S. S. & A.	30,104.70		183	30,196.30	925,597	65.26
Great Northern	427,400.67	6,230		431,554	7,895,495	109.46
Green Bay & Western	5,439		274	5,569	218,043	51.08
Hawthorne, N. & S.						
Hazelhurst & S. E.						
Hillsboro & N. E.						
Illinois Central	987,357	2,733		989,179	19,581,184	150.01
Iola & Northern						
Kewaunee, G. B. & W.	2,064		52	2,110	45,072	93.63
La Crosse & S. E.	2,225		23	2,336.50		
Marquette, T. & W.						
Mineral Point & N.						
Mpls., St. P. & S. S. M.	85,801		736	85,169	2,262,166	76.18
Northern Pacific	556,110	233	2,069	557,914	9,436,066	118.25
N. W. Coal Ry.						
Roddie L. & V. Ry.						
Stanley, Merrill & P.						
Superior & S. E.						
Whitcomb & Morris.						
Wisconsin Central	90,432.80		775	90,820.30	1,883,253	96.45
Wisconsin & Mich.	4,789			4,789	128,418	74.59
Wisconsin & N.						
Wisconsin Western						
Total	4,498,360.17	12,133	20,565	4,517,508.90	84,872,722	103.45

¹ Mixed trains.

² Including freight trains.

³ Anthracite coal.

CONSUMPTION OF FUEL BY LOCOMOTIVES, WHOLE LINE, 1907—Cont'd.

Freight Locomotives.

Name of Company.	Bituminous coal. Tons.	Wood.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
		Hard Cords.	Soft. Cords.			
Abbotsford & N. E....	910.9		40	930.9	9,497	196.87
Ahnapee & W.....	342		20	352	7,280	96.70
Ashland, Odanah & M.	1,595			1,595		
Bayfield Transfer.....	653.74			653.74	30,000	43.58
C., M. & St. P.....	1,571,908		1,651	1,572,728	25,029,475	125.67
Chicago & N. W.....	2,009,072	3,989	7,939	2,015,687	23,118,007	174.40
C., St. P., Mpls. & O.	319,969		3,701	321,940	4,420,356	145.68
Chl., B. & Q.....	2,195,986		21,531	2,308,189	18,991,544	232.25
Chl., L. S. & E.....	94,090		379	94,290	825,399	228.45
Chl., Harv. & G. L.						
Chl. & Lake Superior..						
Chippewa R. & N.....	559			559	3,600	
Chippewa V. & N.....	1,100			1,100		
Drummond & S. W.....	1,169.95			1,169.95		
Duluth, S. S. & A.....	82,515.70		501	83,766.39	1,459,548	113.41
Great Northern.....	1,190,473.60	17,350		1,208,040.37	11,005,687	218.44
Green Bay & W.....	12,689		374	12,876	255,583	96.99
Hawthorne, N. & S.....	1,629		112	1,695	22,700	148.45
Hazelhurst & S. E.....	1,353			1,353	14,373	185.27
Hillsboro & N. E.....	1,632.62			1,632.62		
Illinois Central.....	1,395,382	4,049		1,398,061.33	18,801,835	148.72
Iola & Northern.....	376		40	396	11,778	67.94
Kewaunee, G. B. & W.	691		14	698	11,900	116.72
La Crosse & S. E.....						
Marquette, T. & W.....	1,300		90	1,355	24,117.80	177.90
Mineral Point & N.....	13,094.39			13,094.39	38,311	161.54
M., St. P. & S. S. M.	311,405		2,463	312,637	4,904,094	127.50
Northern Pacific.....	1,617,784	677	6,097	1,621,284	16,388,963	197.85
N. W. Coal R'y.....	909		18	918	24,900	73.56
Roddie L. & V. R'y....	605			605		
Stanley, Merrill & P.	5,738.62		39	5,777.62	140,439	82.28
Superior & S. E.....	1,500			1,500		
Whitcomb & Morris.....		300		300		
Wisconsin Central.....	281,794.10		1,357	283,472.37	2,760,402	168.48
Wisconsin & Mich.....	5,111			5,111	117,841	86.74
Wisconsin & N.....	270			270	12,160	44.90
Wisconsin Western.....	1,889			1,889	49,123	73.29
Total	11,166,463.72	26,345	46,366	11,107,719.68	128,485,832.80	172.90

¹ Mixed trains.² Including Passenger trains.

CONSUMPTION OF FUEL BY LOCOMOTIVES, WHOLE LINE, 1907—Cont'd.

Switching Locomotives.

Name of Company.	Bituminous coal.	Wood.		Total fuel consumed.	Miles run.	Average pounds consumed per mile.
		Hard. Cords.	Soft. Cords.			
Chi., Mil. & St. P.	330,488	.....	347	330,668	7,330,171	91.47
Chicago & N. W.	497,120	1,781	3,563	500,069	10,351,761	92.62
C., St. P., Mpls. & O.	92,464	.....	730	92,324	2,539,490	73.10
Chi., Burl. & Quincy..	464,814	.....	4,866	467,316	3,623,427	108.84
Chi., L. S. & Eastern..	119,787	.....	500	120,087	3,959,427	60.63
Dul., S. S. & Atlantic.	13,182.42	.....	199	13,245.42	400,418	68.16
Great Northern	156,945.23	2,316	.....	160,489.36	3,668,755	87.49
Green Bay & Western.	1,771	.....	110	1,820	74,445	49.06
Hawthorne, N. & S.	217	.....	14	224	4,270	104.91
Illinois Central	156,756	1,654	.....	573,091.67	7,670,293	149.43
Kewaunee, G. B. & W.	.....	.....	.....	.....	.....	.....
Lake Superior T. & T. M., St. P. & S. S. M.	7,500	.....	74	7,597	213,915	71.03
Northern Pacific	309,864	86	760	310,301	7,127,633	87.07
Wisconsin Central	49,144.66	.....	709	49,469.39	969,864	105.33
Wisconsin & Michigan.	837	.....	.....	837	19,260	86.92
Wisconsin & Northern.	.....	.....	.....	.....	.....	.....
Total	2,612,949.30	5,836	11,789	2,629,068.94	52,323,429	99.50

¹ Also 5234 tons anthracite at \$4.31 per ton.

CONSUMPTION OF FUEL BY LOCOMOTIVES, WHOLE LINE, 1907—Cont'd.

Construction Locomotives.

Name of Company.	Bituminous coal.	Wood.		Total fuel consumed.	Miles run.	pounds consumed per mile.
		Soft. Cords.	Hard. Cords.			
Ahnapee & Western	253	.....	6	256	4,176	122.61
Chi., Milw. & St. Paul	82,516	.....	87	82,569	2,061,476	80.10
Chicago & N. W.	112,071	481	961	112,872	2,801,626	80.58
C., St. P., Mpls. & O.	18,692	.....	398	18,891	433,702	87.12
Chi., Burl. & Quincy..	208,263	.....	2,069	209,341	3,361,926	123.90
Chi., L. S. & Eastern.	.....	.....	.....	.....	.....	.....
Dul., S. S. & Atlantic.	1,959.55	.....	2	1,960.55	67,377	56.20
Great Northern .....	.....	.....	.....	.....	.....	.....
Green Bay & Western.	697	.....	39	715	29,138	64.59
Hawthorne, N. & S.	327	.....	24	339	5,500	123.27
Illinois Central	47,142	137	.....	47,233.33	650,667	145.18
Kewaunee, G. B. & W.	53	.....	2	54	1,380	78.26
Lake Superior T. & T. M., St. P. & S. S. M.	.....	.....	.....	.....	.....	.....
Northern Pacific	1,107	.....	.....	1,107	46,243	47.88
Wisconsin Central	118,306	24	215	118,430	2,540,400	93.84
Wisconsin Central	17,999.90	.....	74	18,069.90	317,742	113.53
Wisconsin & Michigan.	612	.....	.....	612	20,036	61.09
Wisconsin & Northern.	291	.....	.....	291	12,940	45.00
Total	610,279.45	642	3,904	612,667.78	12,367,358	99.09

CONSUMPTION OF FUEL BY LOCOMOTIVES, WISCONSIN, 1907.

For Roads Operating in Wisconsin as Reported to the Railroad Commission
for Year Ending June 30, 1907.

Passenger Locomotives.

Name of Company.	Bituminous coal. Tons.	Wood.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
		Hard. Cords.	Soft. Cords			
Abbotsford & N. E.....						
Ahnapee & Western ..	11,181.00		48	1,205.00	42,636	56.53
A., O. & Marengo.....						
Bayfield Transfer						
Chi., Mil. & St. Paul	152,419.00		100	152,499.00	3,479,303	87.66
Chi. & Northwestern...	199,191.00	734	1,467	200,418.00	4,267,074	93.93
Chi., St. P., M. & O.	65,818.00		1,000	66,318.00	1,496,373	89.61
Chi., Harv. & G. L....	784.00			784.00	40,730	39.00
Chi., & Lake Superior	720.00			720.00	9,360	150.00
Chippewa River & N.						
Chippewa Valley & N.						
Drummond & S. W.....						
Dul., S. S. & Atlantic	4,949.37		27	4,962.69	156,113	62.35
Green Bay & Western.	5,432.00		274	5,569.00	218,043	51.68
Haw., Nebag. & Sup.						
Hazelhurst & S. E.....						
Hillsboro & N. E.....						
Illinois Central	5,834.00	17		5,845.33	77,596	150.66
Iola & Northern						
Kewaunee, G. B. & W.	2,064.00		53	2,110.00	45,079	93.63
La Crosse & S. E.....	2,225.00		23	2,236.50		
M., T. & Western.....						
Mineral Point & N.....						
M., St. P. & S. S. M.	13,248.00		114	13,305.00	349,296	76.18
Northern Pacific	4,690.00	5	44	4,714.00	152,770	61.71
N. W. Coal Ry. Co.....						
R. L. & V. Co. L. Ry.						
S., Merrill & Phillips.						
Sup. & Southeastern...						
Whitcomb & Morris						
Wisconsin Central	76,051.36		652	76,377.23	1,583,761	96.45
Wisconsin & Michigan	2,606.00			2,606.00	69,885	74.59
Wisconsin & Northern						
Wisconsin Western						
Totals	567,931.73	759	3,861	569,664.73	11,994,568	90.06

¹ Mixed trains.

² Including freight trains.

CONSUMPTION OF FUEL BY LOCOMOTIVES, WISCONSIN, 1907—Cont'd.

Freight Locomotives.

Name of Company.	Bituminous coal. Tons.	Wood.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
		Hard. Cords	Soft. Cords.			
Abbotsford & N. E....	910.90	.....	40	990.00	9,457	196.87
Ahnapee & Western	342.00	.....	20	352.00	7,280	96.70
A., O. & Marengo.....	1,595.00	.....	.....	1,595.00	.....	.....
Bayfield Transfer	553.74	.....	.....	553.74	30,000	43.58
Chi., Mil. & St. Paul.	424,728.00	.....	446	424,951.00	6,767,994	125.67
Chi. & Northwestern...	548,081.00	1,022	2,044	549,776.00	5,969,151	185.13
C., St. P., M. & O.....	170,246.00	.....	1,760	171,126.00	2,344,880	145.96
Chi., Harv. & G. L.....	.....	.....	.....	.....	.....	.....
Chicago & Lake Sup.....	559.00	.....	.....	559.00	3,600	.....
Chippewa River & N.....	1,100.00	.....	.....	1,100.00	.....	.....
Chippewa Valley & N.....	1,169.95	.....	.....	1,169.95	.....	.....
Drummond & S. W.....	12,980.00	.....	73	13,017.13	229,550	113.41
Dul., S. S. & Atlantic.	12,689.00	.....	374	12,876.00	263,523	96.99
Green Bay & Western.	1,629.00	.....	112	1,685.00	22,700	148.45
Haw., Nebag. & Sup.....	1,353.00	.....	.....	1,353.00	14,373	189.27
Hazelhurst & S. E.....	11,632.62	.....	.....	1,632.62	.....	.....
Hillsboro & N. E.....	6,742.00	20	.....	6,755.33	61,019	149.44
Illinois Central	376.00	.....	40	398.00	11,778	67.21
Iola & Northern	691.00	.....	14	698.00	11,990	110.72
Kewaunee, G. B. & W.....	.....	.....	.....	.....	.....	.....
La Crosse & S. E.....	11,309.00	.....	90	1,355.00	24,117	177.99
M., T. & Western	3,094.39	.....	.....	3,094.39	38,311	161.54
Mineral Point & N.....	56,835.00	.....	441	56,060.00	879,398	127.49
M., St. P. & S. S. M.....	15,542.00	7	65	15,579.00	269,429	115.64
Northern Pacific	909.00	.....	18	918.00	24,980	73.56
N. W. Coal Ry. Co.....	605.00	.....	.....	605.00	.....	.....
R. L. & V. Co., L. Ry.	15,738.62	.....	39	5,777.62	140,439	32.28
S., M. & Phillips	1,500.00	4	.....	1,502.00	.....	.....
Superior & S. E.....	.....	300	.....	200.00	.....	.....
Whitcomb & Morris	200,152.58	.....	1,171	200,739.25	2,368,568	168.48
Wisconsin Central	2,781.00	.....	.....	2,781.00	64,129	86.74
Wisconsin & Michigan.	270.00	.....	.....	270.00	12,160	44.90
Wisconsin & Northern.	1,882.00	.....	.....	1,882.00	48,123	78.22
Wisconsin Western .....	.....	.....	.....	.....	.....	.....
Totals	1,477,076.80	1,853	6,747	1,481,374.96	19,628,874	150.93

¹ Mixed trains.² Including passenger trains.

CONSUMPTION OF FUEL BY LOCOMOTIVES, WISCONSIN, 1907—Continued.

Switching Locomotives.

Name of Company.	Bituminous coal. Tons.	Wood.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
		Hard. Cords.	Soft. Cords.			
Ahnapee & Western....	80,298.00		94	80,345.00	1,953,502	91.47
Chi., M. & St. Paul ..	130,915.00	459	916	131,679.00	2,669,786	98.64
Chicago & N. W.....	34,236.00		284	34,378.00	1,033,109	66.46
Chi., St. P., M. & O....	4,107.00		38	4,126.00	193,962	47.00
Chi., L. Shore & E.....	415.70		18	424.88	12,844	66.16
Dul., S. S. & Atlantic	1,771.00		110	1,826.00	74,445	49.08
Green Bay & Western.	217.00		14	224.00	4,270	104.91
Haw., Neb. & Sup.....	259.00	1		259.67	2,904	178.84
Illinois Central	7,590.00		74	7,597.00	213,915	71.08
Lake Sup. T. & T.....	1,533.00	1	10	1,539.00	151,337	20.34
Northern Pacific	27,213.80		383	27,410.24	580,449	105.33
Wisconsin & Northern.	455.00			455.00	10,481.00	86.98
Wisconsin Central						
Wisconsin & Michigan.						
Total	297,980.50	461	1,961	299,263.79	6,841,084	87.49

CONSUMPTION OF FUEL BY LOCOMOTIVES, WISCONSIN, 1907—Continued.

Construction Locomotives.

Name of Company.	Bituminous coal. Tons.	Wood.		Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
		Hard. Cords.	Soft. Cords.			
Ahnapee & Western....	253.00		6	256.00	4,178	122.61
Chi., M. & St. Paul ..	22,296.00		23	22,308.00	557,011	80.10
Chicago & N. W.....	30,064.00	142	289	30,391.00	325,938	73.35
Chi., St. P., M. & O....	8,273.00		149	8,346.00	197,495	84.53
Chi., L. Shore & E.....						
Dul., S. S. & Atlantic	790.62		1	790.76	27,174	58.20
Green Bay & Western.	697.00		36	715.00	22,138	64.59
Haw., Neb. & Sup.....	327.00		24	339.00	5,500	123.27
Illinois Central	130.00			130.00	1,365	190.48
Lake Sup. Term. & T..						
Northern Pacific	173.00			173.00	3,371	108.64
Wisconsin Central	16,369.00		67	16,426.91	296,360	113.53
Wisconsin & Michigan.	333.00			333.00	10,903	61.09
Wisconsin & Northern.	291.00			291.00	12,940	45.00
Total	80,010.62	142	589	80,399.67	1,957,346	82.17

CONSUMPTION OF FUEL BY LOCOMOTIVES, WISCONSIN AND WHOLE LINE, 1907.

On Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Totals for Wisconsin.

Name of Company.	Bituminous coal. Tons.	Average cost at distribut- ing point.	Wood. Cord- s.	Average cost at distribut- ing point.	Total fuel consumed. Tons.	Miles run.	Average pounds consumed per mile.
Abbotsford & N. E.....	911	\$3.02	40	.....	931	9,457	196.87
Ahnapee & Western...	1,779	3.00	74	\$1.00	1,813	54,092	67.03
Ash., Odanah & Mar.	1,595	3.30	.....	.....	1,595	.....	.....
Bayfield Transfer	654	4.73	.....	.....	654	30,000	43.58
Chi., M. & St. Paul...	688,741	2.13	723	1.99	689,103	12,752,930	108.07
Chicago & N. W.....	908,231	1.86	7,087	2.48	912,149	13,701,684	133.14
Chi., St. P., M. & O.	278,573	2.78	3,190	1.41	280,168	5,072,327	110.46
Chi., Bur. & Quincy.....	.....	.....	.....	.....	.....	.....	.....
Chi., L. Shore & E.....	4,107	2.64	38	1.28	4,126	193,962	47.00
Chi., Harv. & G. L.....	784	2.60	.....	.....	784	40,730	39.00
Chi., & Lake Superior	720	.....	.....	.....	720	9,360	150.00
Chp. River & Northern	559	.....	.....	.....	559	2,600	.....
Chp. Valley & N.....	1,100	3.50	.....	.....	1,100	.....	.....
Drummond & S. W.....	1,169	3.35	.....	.....	1,169	.....	.....
Duluth, S. S. & A.....	19,136	2.83	118	1.50	19,196	421,681	91.04
Great Northern .....	.....	.....	.....	.....	.....	.....	.....
Green Bay & Western	20,589	3.00	794	1.00	20,986	580,149	72.35
Haw., Neb. & Sup.....	2,173	3.60	150	2.25	2,248	32,470	138.77
Hazelhurst & S. E.....	1,353	4.20	.....	.....	1,353	14,373	188.27
Hillsboro & N. E.....	1,633	2.98	.....	.....	1,633	.....	.....
Illinois Central	12,906	1.45	38	2.38	12,990	172,883	150.28
Iola & Northern	376	3.00	40	1.00	396	11,773	67.24
Kewaunee, G. B. & W.	2,828	3.00	68	1.00	2,892	58,412	97.99
La Crosse and S. E.....	2,225	.....	23	.....	2,236	.....	.....
Lake Superior T. & T.	7,560	2.96	74	1.75	7,597	213,915	71.08
Marquette, T. & W.....	1,309	4.50	92	.75	1,355	24,118	177.90
Mineral Pt. & Northern	3,094	3.30	.....	.....	3,094	38,311	161.54
M., St. P. & S. S. M.	69,083	2.29	555	.....	69,361	1,228,676	112.90
Northern Pacific	21,937	2.93	132	2.13	22,006	576,907	76.28
N. W. Coal R'y Co.....	909	3.92	18	.....	918	24,960	73.56
R. L. & V. Co., L. R'y	606	4.20	.....	.....	606	.....	.....
Stanley, Merrill & P.	5,739	3.49	39	4.00	5,778	140,439	82.28
Superior & S. E.....	1,500	3.45	4	1.40	1,502	.....	.....
Whitcomb & Morris .....	.....	.....	3.00	.75	200	.....	.....
Wisconsin Central	319,811	1.86	2,283	1.08	320,963	4,777,178	134.35
Wisconsin & Michigan.	6,175	3.25	.....	.....	6,175	155,400	79.52
Wisconsin & Northern	561	3.50	.....	.....	561	26,100	44.70
Wisconsin Western ...	1,882	213	.....	.....	1,882	48,123	78.22
Total	2,392,353	.....	15,890	.....	2,400,756	40,412,265	118.81

CONSUMPTION OF FUEL BY LOCOMOTIVES, WISCONSIN AND WHOLE
LINE, 1907--Continued.

Totals for Whole Line.

Name of Company.	Bituminous coal. Tons.	Average cost at distribut- ing point.	Wood. Corda.	Average cost at distribut- ing point.	Total fuel consumed. Tons.	Miles run.	Average pounds con- sumed per mile.
Abbotsford & N. E...	911	\$3.02	40	.....	931	9,457	196.87
Ahnapee & Western...	1,778	3.00	74	\$1.00	1,812	54,092	67.08
Ash., Odanah & Mar.	1,586	3.30	.....	.....	1,586	.....	.....
Bayfield Transfer	654	4.73	.....	.....	654	30,000	43.58
C., M. & St. Paul...	2,549,006	2.13	2,677	1.99	2,550,343	47,198,114	108.07
Chicago & N. W.	3,451,550	1.88	27,506	2.48	3,486,831	53,340,350	129.99
C., St. P., M. & O.	681,530	2.77	6,825	1.46	694,933	10,833,184	107.99
Chi., Bur. & Quincy...	3,676,182	1.65	36,418	2.63	3,696,154	47,083,905	156.95
Chi., L. S. & E.	213,877	1.25	879	1.32	214,317	4,784,826	89.58
Chi., Harv. & G. L.	784	2.60	.....	.....	784	40,730	89.00
Chi., & Lake Sup.	720	.....	.....	.....	720	9,330	150.00
Chip. River & N.	559	.....	.....	.....	559	2,600	.....
Chip. Valley & N.	1,100	3.50	.....	.....	1,100	.....	.....
Drummond & S. W.	1,169	3.35	.....	.....	1,169	.....	.....
Duluth, S. S. & A.	197,792	2.93	312	1.50	198,168	2,859,930	89.55
Great Northern	1,776,819	2.92	25,896	2.04	1,794,084	22,559,837	159.06
Green Bay & Western	20,539	3.00	794	1.00	20,968	560,140	72.35
Haw., Neb. & Sup.	2,173	3.50	150	2.25	2,348	32,470	138.77
Hazelhurst & S. E.	1,353	4.20	.....	.....	1,353	14,373	188.27
Hillsboro & N. E.	1,633	2.98	.....	.....	1,633	.....	.....
Illinois Central	2,961,870	1.31	8,573	1.97	2,967,585	39,644,009	149.21
Iola & Northern	376	3.00	49	1.00	396	11,778	67.24
Kew., G. B. & W.	2,822	3.00	66	1.00	2,892	58,412	97.99
La Crosse & S. E.	2,225	.....	28	.....	2,236	.....	.....
Lake Sup. T. & T.	7,580	2.98	74	1.75	7,597	213,915	71.03
Marquette, T. & W.	1,309	4.50	92	.75	1,355	24,118	177.90
Mineral Pt. & N.	3,094	3.30	.....	.....	3,094	38,311	161.54
M., St. P. & S. S. M.	398,313	3.16	3,199	2.08	399,913	7,212,503	110.89
Northern Pacific	2,602,664	2.39	10,190	1.93	2,607,929	35,493,397	146.95
N. W. Coal R'y Co.	909	2.92	18	2.06	918	24,960	73.56
R. L. & V. Co., L. R'y	605	4.20	.....	.....	605	.....	.....
Stanley, Merrill & P.	5,739	3.49	39	4.00	5,778	140,439	82.28
Superior & S. E.	1,500	3.45	4	1.40	1,502	.....	.....
Whitcomb & Morris .....	.....	.....	3.00	.75	300	.....	.....
Wisconsin Central	389,371	1.85	2,915	1.08	390,329	5,901,361	132.46
Wisconsin & Michigan ..	11,349	3.25	.....	.....	11,349	285,554	79.52
Wisconsin & Northern ..	561	3.50	.....	.....	561	25,100	44.70
Wisconsin Western ...	1,832	2.13	.....	.....	1,832	48,123	78.29
Total	18,798,866	.....	127,606	.....	18,965,966	278,548,347	135.46

SUMMARY OF ACCIDENTS TO PERSONS IN THE STATE OF WISCONSIN FROM JULY 1, 1906, TO JUNE 30, 1907.
Kind of Accident.

Name of Company.	Coupling or uncoupling.		Collisions.		Derailments.		Parting of trains.		Locomotives or cars breaking down.		Falling from trains, locomotives or cars.		Jumping on or off trains, locomotives or cars.		Struck by trains, locomotives or cars.		Overhead obstructions.		Other causes.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Ashland, O. & M.	3	1	2	29	1	6	6	6	7	65	6	41	56	3	4	256	3	4	256	
Chi., Mil. & St. Paul	5	41	5	24	18	12	12	12	4	17	81	51	17	8	7	543	8	7	543	
Chicago & Northwestern	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Chi., St. P., M. & O.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Chi., Burl. & Quincy	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Chi., L. S. & Eastern	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Chippewa V. & Northern	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Dul., S. S. & Atlantic	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Fairchild & Northeastern	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Great Northern	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Green Bay & Western	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Illinois Central	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Lake S. Term. & Trans.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
M. T. & Western	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Mineral Point & N.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
M., St. P. & S. Ste. M.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Northern Pacific	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
N. W. Coal Ry. Co.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
S., M. & Phillips	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Wisconsin Central	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Wisconsin & Michigan	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Wisconsin & Northern	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Green Bay Traction Co.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Mil., Elec. Ry. & L. Co.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Mil., H. L. & Trac. Co.	9	54	6	6	12	5	5	3	1	3	14	18	1	1	3	77	1	1	3	77
Totals	15	130	11	139	5	81	7	11	1	11	20	199	13	186	138	159	1	18	25	1,080

BRIDGES, WHOLE LINE, 1907.

On Roads Operating in Wisconsin as Reported to the Railroad Commission for
the Year Ending June 30, 1907.

Stone.

Name of Company.	No.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Chi., Milwaukee & St. Paul	1	380	.....	380	.....	380	.....
Chi., St. P., Mpls. & O.....	247	13,739	.....	12	.....	400	.....
Illinois Central	778	10,102	.....	2	.....	576	.....
Total	1,026	24,201	.....	2	.....	576	.....

BRIDGES, WHOLE LINE, 1907—Continued.

Iron.

Name of Company.	No.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Ahnapee & Western	2	85	.....	40	.....	48	.....
Chi., Milwaukee & St. Paul..	1862	105,317	.....	8	.....	1,434	.....
Chicago & Northwestern.....	1,603	110,663	11 1/4	300	.....	2,385	.....
Chi., St. Paul, Mpls. & O...	285	23,095	.....	14	.....	1,321	.....
Chicago, Burlington & Quincy	787	106,926	.....	8	.....	2,609	.....
Chi., Lake Shore & Eastern..	1	3,323	.....	3,323	.....	3,323	.....
Duluth, S. Shore & Atlantic.	36	2,390	6	16	.....	227	8
Duluth, Sup. & W. Terminal	4	1,802	.....	30	.....	1,632	.....
Fairchild & Northeastern.....	1	160	.....	160	.....	160	.....
Great Northern	171	43,647	.....	20	.....	1,780	.....
Green Bay & Western.....	12	2,012	.....	30	.....	624	.....
Illinois Central	522	69,819	.....	9	.....	4,198	.....
Mpls., St. P. & S. Ste. M....	17	3,443	.....	23	.....	566	.....
Northern Pacific	446	63,110	.....	15	.....	1,582	.....
Wisconsin Central	68	13,908	.....	24	.....	2,339	.....
Wisconsin & Northern	4	225	.....	30	.....	75	.....
Total	4,821	549,956	5 1/4	8	.....	48	.....

¹Iron and steel.

BRIDGES, WHOLE LINE, 1907—Continued.

Wooden.

Name of Company.	No.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Abbotsford & Northeastern...	8	848	.....	64	.....	400	.....
Ahnapee & Western	8	787	.....	46	.....	240	.....
Chl., Milwaukee & St. Paul..	83	8,617	.....	48	.....	717	.....
Chicago & Northwestern.....	319	27,459	6½	1	10	575	10
Chl., St. Paul, Mpls. & O...	18	1,834	.....	49	.....	240	.....
Chl., Burlington & Quincy...	138	15,430	.....	14	.....	1,312	.....
Chicago & Lake Superior.....	2	100	.....	.....	.....	.....	.....
Duluth, S. Shore & Atlantic..	20	1,350	.....	16	.....	150	.....
Fairchild & Northeastern.....	7	280	.....	30	.....	50	.....
Great Northern	125	13,247	.....	30	.....	500	.....
Green Bay & Western.....	106	4,400	.....	28	.....	430	.....
Hawthorne, Neb. & Superior	2	100	.....	40	.....	60	.....
Hazelhurst & Southeastern...	1	277	.....	277	.....	277	.....
Iola & Northern	5	437	.....	60	.....	120	.....
Kewaunee, G. B. & W.....	11	832	.....	16	.....	210	.....
La Crosse and Southeastern...	65	4,494	.....	8	.....	325	.....
Marquette, Tomahawk & W...	12	1,123	.....	16	.....	150	.....
Mpls., St. P. & S. Ste. Marie	669	90,340	.....	12	.....	1,280	.....
Northern Pacific	118	17,110	.....	30	.....	825	.....
Stanley, Merrill & Phillips...	2	202	.....	42	.....	160	.....
Superior & Southeastern.....	6	562	.....	48	.....	178	.....
Wisconsin Central	9	1,606	.....	47	.....	553	.....
Wisconsin, Ruby & Southern.	1	184	.....	184	.....	184	.....
Wisconsin Western	20	1,925	.....	14	.....	362	.....
Total	1,896	194,573	6½	1	10	1,312	.....

BRIDGES, WHOLE LINE, 1907—Continued.

Combination.

Name of Company.	No.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Ahnapee & Western.....	1	1,463	.....	1,463	.....	1,463	.....
Chicago & Northwestern.....	7	1,269	7	43	.....	357	6
Chl., Burlington & Quincy...	80	13,800	.....	7	.....	1,820	.....
Great Northern	1	185	6	185	6	185	6
Illinois Central	5	1,490	.....	74	.....	829	.....
Kewaunee, Green Bay & W...	1	1,700	.....	1,700	.....	1,700	.....
Marquette, Tomahawk & W...	1	567	.....	567	.....	567	.....
Mineral Point & Northern...	5	469	.....	60	.....	123	.....
Mpls., St. P. & S. Ste. Marie	13	7,833	.....	99	.....	1,573	.....
Northern Pacific	16	4,853	.....	78	.....	2,639	.....
Winona Bridge Ry Co.....	1	2,708	8	2,708	8	2,708	8
Wisconsin Western	16	2,662	.....	12	.....	240	.....
Total	147	38,513	9	7	.....	2,706	8

BRIDGES, WISCONSIN, 1907.

On Roads Operating in Wisconsin as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Stone.

Name of Company.	No.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Chi., Milwaukee & St. Paul	1	360	.....	360	.....	360	.....
Chi., St. P., Mpls. & O.....	64	3,933	.....	20	.....	213	.....
Chicago, Burlington & Quincy	1	179	.....	179	.....	179	.....
Illinois Central	34	263	.....	3	.....	26	.....
Totals	100	4,635	.....	3	.....	360	.....

BRIDGES, WISCONSIN, 1907—Continued.

Iron.

Name of Company.	No.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Ahnapee & Western	2	88	.....	40	.....	48	.....
Chi., Milwaukee & St. Paul	1215	29,668	.....	8	.....	985	.....
Chicago & Northwestern	530	37,990	5.25	5	.....	2,299	6.00
Chi., St. P., Mpls. & O.....	213	15,528	.....	14	.....	990	.....
Chi., Burlington & Quincy ..	11½	6,186	.....	20	.....	1,456	.....
Dul., South Shore & Atlantic	9	425	7.00	16	.....	133	4.00
Dul., Sup. & W. Terminal...	4	1,802	.....	30	.....	1,632	.....
Fairchild & Northeastern	1	160	.....	100	.....	160	.....
Great Northern	12	4,019	.....	678	.....	2,212	.....
Green Bay & Western.....	12	2,012	.....	30	.....	624	.....
Illinois Central	13	1,647	.....	70	.....	250	.....
Kewaunee, Green Bay & W..	4	240	.....	30	.....	90	.....
Mpls., St. P. & S. Ste. M....	2½	789	.....	23	.....	566	.....
Northern Pacific	6	754	.....	69	.....	303	.....
Wisconsin Central	158	12,474	4	24	.....	2,339	.....
Wisconsin & Michigan	4	429	.....	60	.....	162	.....
Wisconsin & Northern	4	225	.....	39	.....	75	.....
Totals	1,000	114,437	4.25	5	.....	2,299	6.00

¹ Iron and steel.

TRESTLES, TUNNELS AND OVERHEAD CROSSINGS, WHOLE LINE,
1907—Continued.

Overhead Highway Crossing.

Name of Company.	Bridges.			Conduits.			Trestles.		
	No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.	
		Feet.	In.		Feet.	In.		Feet.	In.
Chl., Milwaukee & St. Paul..	34	15	7	.....	.....	.....	134	15	3
Chicago & Northwestern.....	108	14	11	.....	.....	.....	78	18	.....
Chl., St. P., Mpls. & Omaha	36	17	6	.....	.....	.....	.....	.....	.....
Chl., Burlington & Quincy...	141	15	9	1	20	4	100	18	6
Duluth, S. Shore & Atlantic.	2	18	.....	.....	.....	.....	.....	.....	.....
Fairchild & Northeastern.....	1	28	.....	.....	.....	.....	.....	.....	.....
Kewaunee, Green Bay & W.	.....	.....	.....	.....	.....	.....	1	19	2
Mpls., St. P. & S. Ste. Marie	.....	.....	.....	.....	.....	.....	4	22	.....
Northern Pacific	35	17	6	.....	.....	.....	31	17	7
Wisconsin Central .....	.....	.....	.....	.....	.....	.....	17	17	6
Wisconsin & Michigan.....	.....	.....	.....	.....	.....	.....	1	23	.....
Total	357	14	11	1	20	4	366	15	3

TRESTLES, TUNNELS AND OVERHEAD CROSSINGS, WHOLE LINE,
1907—Continued.

Overhead Railway Crossings and Tunnels.

Name of Company.	Bridges.			Conduits.			Trestles.			Tunnels.		
	No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.	
		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.
Ashland, O. & M.....	.....	.....	.....	.....	.....	1	16	.....	.....	.....	.....	.....
Chl., M. & St. P.....	20	17	5	.....	.....	16	19	.....	.....	.....	.....	.....
Chicago & N. W.....	65	15	7	1	22	9	11	16	5	.....	.....	.....
Chl., St. P., M. & O	7	17	6	.....	.....	.....	.....	.....	.....	1	18	8
Chl., B. & Q.....	37	18	.....	.....	.....	.....	17	14	.....	6	17	.....
Duluth, S. S. & A.....	10	21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Northern .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29	17	10
Illinois Central.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	16	.....
M., St. P. & S. S. M	1	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific	9	21	7	.....	.....	10	18	7	33	17	6	.....
Wisconsin Central	2	17	3	.....	.....	4	17	5	.....	.....	.....	.....
Wisconsin & Mich.....	3	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	154	17	3	1	23	9	59	14	.....	76	17	.....

TRESTLES, TUNNELS, AND OVERHEAD CROSSINGS IN WISCONSIN, 1907.

On Roads Operating in Wisconsin as Reported to the Railroad Commission for
the Year ending June 30, 1907.

Trestles.

Name of Company.	No.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Ashland, Odanah & M.....	25	1,175	.....	24	.....	150	.....
Bayfield Transfer.....	2	1,235	.....	610	.....	625	.....
Chicago, Milwaukee & St. P.	1,164	96,723	.....	6	.....	1,656	.....
Chicago & Northwestern...	1,663	131,839	5	50	6	1,659	.....
Chi., St. P., Mpls. & O....	606	51,548	.....	5	.....	2,181	.....
Chicago, Burlington & Q....	261	22,457	.....	8	.....	794	.....
Drummond & Southeastern	1	210	.....	210	.....	210	.....
Duluth, S. Shore & Atlan...	35	8,168	.....	16	.....	1,196	.....
Duluth, Superior & W. Ter.	2	1,397	.....	678	.....	719	.....
Great Northern.....	4	5,778	.....	820	.....	1,556	.....
Hawthorne, Neb. & S.....	1	300	.....	300	.....	300	.....
Illinois Central.....	176	14,265	.....	8	.....	614	.....
L. Superior Ter. & Trans...	1	543	.....	543	.....	543	.....
Marinette, T. & W.....	1	105	.....	105	.....	105	.....
Mineral Point & Northern...	60	2,672	.....	16	.....	160	.....
N. W. Coal R'y Co.....	2	270	.....	111	.....	159	.....
Stanley, Merrill & P.....	2	269	.....	.....	.....	.....	.....
Wisconsin Central.....	513	42,175	4	10	.....	1,420	.....
Wisconsin & Michigan	1	200	.....	200	.....	200	.....
Wisconsin Western.....	16	1,614	.....	34	.....	466	.....
Total	4,618	232,967	9	6	.....	2,181	.....

TRESTLES, TUNNELS, AND OVERHEAD CROSSINGS IN WISCONSIN,
1907—Continued.

Tunnels.

Name of Company.	No.	Aggregate Length.		Minimum Length.		Maximum Length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Chicago, Milwaukee & St. P.	1	1,330	.....	1,330	.....	1,330	.....
Chicago & N. W.....	4	7,446	.....	354	.....	3,822	.....
C., St. P. Mpls. & O.....	1	872	.....	672	.....	872	.....
Illinois Central.....	1	1,214	.....	1,214	.....	1,214	.....
Wisconsin Western.....	1	404	.....	404	.....	404	.....
Total	8	11,266	.....	354	.....	3,822	.....

TRESTLES, TUNNELS AND OVERHEAD CROSSINGS WISCONSIN,
1907—Continued.

Overhead Highway Crossings.

Name of Company.	Bridges.			Conduits.			Trestles.		
	No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.	
		Feet.	In.		Feet.	In.		Feet.	In.
Chicago, Milwaukee & St. P.	10	17	5	.....	.....	.....	23	16	4
Chicago & Northwestern.....	52	16	5	.....	.....	.....	12	18	.....
Chi., St. P., Mpls. & O.....	11	17	6	.....	.....	.....	.....	.....	.....
Fairchild & Northeastern....	1	28	.....	.....	.....	.....	.....	.....	.....
Great Northern.....	2	21	.....	.....	.....	.....	.....	.....	.....
Illinois Central .....	.....	.....	.....	.....	.....	.....	5	19	.....
Kewaunee, Green Bay & W....	.....	.....	.....	.....	.....	.....	1	19	2
Minneapolis, St. P. & S. S. M.....	.....	.....	.....	.....	.....	.....	2	22	.....
Northern Pacific.....	.....	.....	.....	.....	.....	.....	1	21	8
Wisconsin Central.....	.....	.....	.....	.....	.....	.....	17	17	6
Total	76	16	5	.....	.....	.....	76	16	4

TRESTLES, TUNNELS AND OVERHEAD CROSSINGS WISCONSIN,
1907—Continued.

Overhead Railway Crossings and Tunnels.

Name of Company.	Bridges.			Conduits.			Trestles.			Tunnels.		
	No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.		No.	Height of lowest above surface of rail.	
		Feet.	In.		Feet.	In.		Feet.	In.		Feet.	In.
Ashland, O. & M.....	.....	.....	.....	.....	.....	.....	1	16	.....	.....	.....	.....
Chi., M. & St. P.....	6	17	5½	.....	.....	.....	2	22	6	.....	.....	.....
Chicago & N. W.....	7	18	.....	1	22	9	.....	.....	.....	.....	.....	.....
Chi., St. P., M. & O.....	2	17	6	.....	.....	.....	.....	.....	.....	1	18	8
Duluth, S. S. & A.....	2	22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central	1	18	.....	.....	.....	.....	.....	.....	.....	1	19	.....
Wisconsin Central.....	2	17	3	.....	.....	.....	4	17	6	.....	.....	.....
Total	20	17	3	1	22	9	7	16	.....	2	18	8

CONDENSED REPORT—STREET AND INTERURBAN RAILWAYS, WISCONSIN, 1906.

As Reported to the Railroad Commission for the Year Ending December 31, 1906.

Stock Indebtedness, Gross Receipts and Disbursements.

Name of Company.	Amount of Stock.		Indebtedness.	
	Preferred.	Common.	Bonded.	All other.
Ashland Light, Heat & P. Co.....		\$200,000 00	\$30,000 00	\$5,880 00
Chi., Harv. & G. L. Ry. Co. ¹		150,000 00	125,000 00	33,871 08
Chippewa V. Electric R. R. Co.....	\$3,800 00	200,000 00	500,000 00	3,115 58
Duluth Street Railway Co.....		900,000 00	833,000 00	2518,365 21
Eastern Wisconsin R. & L. Co.....		450,200 00	904,500 00	
Green Bay Traction Co.....		1,000,000 00	725,000 00	202,738 94
Janesville Street Railway Co....		50,000 00	75,000 00	39,843 92
La Crosse City Railway Co.....		242,000 00	180,000 00	1,250 00
Madison & Interurban T. Co....		500,000 00	665,000 00	74,344 64
Manitowoc & Northern T. Co.....		100,000 00	118,000 00	
Menominee & Marinette Light & Traction Co. ²		500,000 00	201,000 00	48,088 35
Merrill Ry. & Lighting Co.....		102,000 00	75,000 00	22,523 15
Milwaukee, The, Electric Ry. & Lt. Co.....	4,500,000 00	9,000,000 00	11,000,000 00	1,332,210 67
Milwaukee Lt., Heat & T. Co....		1,000,000 00	4,319,000 00	956,020 16
Rockford, Beloit & Janesville Railroad Co.....	50,000 00	1,000,000 00	2,569,000 00	67,692 12
Sheboygan L., P. & Ry. Co. ⁴		400,000 00	1,000,000 00	140,790 37
Twin City General Electric Co.....		400,000 00	140,000 00	2,403 71
Waupaca Electric L. & Ry. Co.....		78,000 00	28,000 00	
Winnebago Traction Co.....		650,000 00	655,000 00	250,576 03
Wisconsin T., L., H. & P. Co.....		699,400 00	1,000,000 00	377,328 46
Total	\$4,556,800 00	\$17,079,600 00	\$25,176,500 00	\$4,076,437 34

¹ Whole line, ½ chargeable to Wisconsin.² Wisconsin only, 1-3 of whole line.³ Whole line.⁴ Operating expenses for Railway and lighting are not kept separate.⁵ Including bonds of underlying companies.

CONDENSED REPORT—STREET AND INTERURBAN RAILWAYS, WISCONSIN, 1906—Continued.

Stock, Indebtedness, Gross Receipts and Disbursements—Concluded.

Name of Company.	Total gross receipts from railway business.	Total disbursements on account of railway business.	Charged to construction.	Charged to operating expenses.
Ashland Light, Heat & P. Co..	\$23,091 73	\$20,057 27		
Chl., Harv. & G. L. Ry. Co. ¹ ..	28,716 77	25,666 73	\$4,034 66	\$23,287 75
Chippewa V. Electric R. R. Co.	81,230 00	49,759 80	6,043 49	49,759 80
Duluth Street Railway Co.....	179,027 12	² 178,377 15	³ 1,933 41	92,118 20
Eastern Wisconsin R. & L. Co.	89,301 93	64,997 81	51,787 03	53,250 40
Green Bay Traction Co.....	125,518 30	94,527 54	71,777 14	94,759 65
Janesville Street Railway Co...	17,510 70	13,069 58		12,612 31
La Crosse City Ry. Co.....	113,254 57	88,374 18	6,793 12	74,466 37
Madison & Interurban T. Co...	130,254 62	240,086 60	109,781 93	130,254 62
Manitowoc & Northern T. Co...	33,019 15	25,701 92	1,080 76	24,671 16
Menominee & Marinette Light & Traction Co. ⁴	36,272 83			55,396 82
Merrill Ry. & Lighting Co.....	8,196 37	7,742 19		7,742 19
Milwaukee, The, Electric Ry. & Light Co.	2,973,443 17	⁵ 1,931,514 78	1,122,654 90	1,455,763 88
Milwaukee Light, H. & T. Co.	606,568 97	⁶ 314,642 18	1,101,910 98	229,800 43
Rockford, Beloit & Janesville Railroad Co.	⁷ 58,918 19	⁸ 48,314 03	⁹ 11,408 37	¹⁰ 38,916 16
Sheboygan L., P. & Ry. Co. ¹¹ ..	75,380 71		46,806 69	
Twin City General Electric Co.	8,869 48	8,897 07	1,198 00	8,897 07
Waupaca Electric L. & Ry. Co.	11,467 88	8,899 68	2,435 57	8,785 13
Winnebago Traction Co.....	144,315 24	117,701 37	20,080 06	97,621 29
Wisconsin T., L., H. & P. Co.	109,534 06	¹² 59,532 97	8,158 04	55,154 40
Total	\$4,362,984 73	\$3,297,802 83	\$2,506,939 54	\$3,508,251 52

¹ Whole line, $\frac{1}{2}$ chargeable to Wisconsin.² Inclusive of taxes and interest.³ Credit. Rails from abandoned track sold.⁴ Excluding interest.⁵ Wisconsin proportion.⁶ Operating expenses for railway and lighting not kept separate.⁷ Excluding interest, \$26,669.31.⁸ Whole line.

CONDENSED REPORT OF STREET AND INTERURBAN RAILWAYS, WISCONSIN, 1906—Continued.

Items for Operating Expenses.

Name of Company.	General expenses.	Legal expenses.	Injuries and damages.	Rentals paid.	Conducting transportation.
Ashland Lt., H. & P. Co.	\$1,584 96		\$10 00	\$85 00	\$7,918 88
Chi., H. G. L. Ry. Co. ¹	2,561 07		95 08	636 37	7,563 81
Chippewa V. El. R. R. Co.	5,786 60	\$1,835 81	144 40	180 00	23,073 76
Duluth Street Ry. Co.	9,725 74	2,499 96	5,373 43	80 00	43,364 16
E. Wis. Ry. & Lt. Co.	8,419 57	885 73	3,043 29	804 48	18,411 41
Green Bay Traction Co.	12,131 52	1,096 31	511 84	153 50	40,167 48
Janesville Street Ry. Co.	506 23		3 00		5,042 07
La Crosse City Ry Co.	4,885 06		3,104 26		30,353 20
Madison & Inter. Tr. Co.	8,618 03	976 93	2,500 00		27,064 82
Manitowoc & N. Tr. Co.	8,119 15	413 30			4,926 03
Menomonie & Marinette Lt. & Traction Co.	7,240 73		719 58		11,536 26
Merrill Ry & Lighting Co.	411 44		774 60		2,393 36
Milwaukee, The, Electric Ry. & Lt. Co.	24,561 41	29,734 41	118,937 69	306 39	945,233 50
Milwaukee Light, Heat & Traction Co.	27,637 23	6,065 86	24,228 39	50 61	133,306 89
Rockford, Beloit & Janesville R. R. Co.	4,480 70	328 92	833 81	2,060 81	12,309 41
Sheboygan Light, Power & Railway Co.	17,299 62	1,068 26	2,300 00	1,215 00	16,170 57
Twin City Gen. Elec. Co.	1,303 20			25 00	917 75
Waupaca Electric Light & Ry. Co.	2619 97		5 00	125 00	3,343 02
Winnebago Traction Co.	13,943 35	2,369 96		997 37	33,983 06
Wisconsin Traction, Lt., Heat & Power Co.	7,394 53	1,096 83	2,190 68		19,987 38
Total	\$177,126 00	\$48,839 26	\$164,785 07	\$6,461 47	\$1,387,539 28

¹ Whole line.—½ chargeable to Wisconsin.² Including taxes and insurance.

CONDENSED REPORT OF STREET AND INTERURBAN RAILWAYS, WISCONSIN, 1908—Continued.

Items for Operating Expenses—Concluded.

Name of Company.	Maintenance of way and structures	Maintenance of rolling stock.	For producing power.	Amount set aside for depreciation or reserve.	Amount expended for miscellaneous purposes.
Ashland Lt., Heat & P. Co.	\$2,023 15	\$3,109 69	\$4,824 04	\$5,384 49	\$556 81
C., Harv. & G. L. Ry. Co.	3,145 50	1,106 06	8,180 15		2,378 98
Chipp. V. Elec. R. R. Co.	5,811 46	5,789 94	7,819 43		
Duluth Street Ry. Co.	7,065 20	8,229 17	15,766 49	21,800 00	
E. Wis. Ry. & Lt. Co.	4,168 15	4,651 66	13,063 17	8,990 20	2,787 21
Green Bay Traction Co.	11,798 66	5,984 14	22,866 22		
Janesville Street Ry. Co.	631 16	1,791 81	4,067 94		
La Crosse City Ry. Co.	124,376 22		11,747 63		
Madison & Inter. Tr. Co.	4,666 70	6,917 06	15,917 08	\$1,484 06	\$22,089 88
Manitowoc & N. Tr. Co.	1,967 79	2,278 22	6,976 87		
Menominee & Marinette Lt. & Tr. Co.	6,276 76	3,055 62	21,965 89		4,581 99
Merrill Ry. & Lighting Co.	1,046 37	1,899 18	1,116 95		130 35
Milwaukee, The, Electric Ry. & Lt. Co.	110,406 37	129,575 11	.... (*)	\$362,343 84	330,410 76
Milwaukee Light, Heat & Traction Co.	18,066 20	20,671 36	.... (*)	\$56,177 80	40,845 73
Rockford, Beloit & Janesville R. R. Co.	3,704 79	3,244 19	9,942 58		
Sheboygan Light, Power & Railway Co.	4,921 76	7,428 08	\$26,671 62		3,013 50
Twin City Gen. Elec. Co.	4,017 57	929 55	1,800 00		
Waupaca Electric Light & Ry. Co.	225 60	806 24	1,136 46		144 20
Winnebago Traction Co.	8,264 83	14,953 68	22,614 04		
Wisconsin Traction, Light, Heat & Power Co.	9,947 66	6,998 44	8,560 38		
Total	\$232,561 99	\$225,329 01	\$204,575 69	\$476,710 39	\$425,939 50

* Reported as "Repairs."

* Interest on funded debt and taxes.

* Amount included in Cond. Transp., \$255,583.50.

* Railway and lighting.

* Amount included in Cond. Transp., \$41,521.55.

* Includes cost of power for lighting.

CONDENSED REPORT OF STREET AND INTERURBAN RAILWAYS, WISCONSIN, 1906—Concluded.
Mileage (Year Ending December 31, 1906.)

Name of Company.	Miles of road operated in Wisconsin.	Miles of Track.		Mileage.	
		Single.	Double.	Total single track.	In town or village. In city.
Ashland Light, Heat & Power Co.....	7.00	5.50	3.00	8.50	7.00
Chicago, Harvard & Geneva Lake Ry. Co.....	5.50	5.50	.....	5.50	5.50
Chippewa Valley.....	22.75	22.75	.....	22.75	14.75
Duluth Street Railway Co.....	14.35	7.18	14.33	21.51	14.36
Eastern Wisconsin Railway & Light Co.....	24.42	22.38	4.08	36.46	18.43
Green Bay Traction Co.....	40.80	40.80	.....	40.80	15.90
Janesville Street Railway Co.....	7.00	7.00	.....	7.00	20.21
La Crosse City Railway Co.....	13.40	7.95	10.90	18.85	7.00
Madison Interurban Traction Co.....	12.45	12.45	.....	12.45	13.40
Manitowish & Northern Traction Co.....	8.71	8.71	.....	8.71	10.30
Menominee & Marinette Lk. & Traction Co.....	6.53	5.19	2.70	7.88	4.71
Merrill Ry. & Lighting Co.....	1.63	1.63	.....	1.63	6.53
Milwaukee, The Electric Ry. & Lt. Co.....	58.94	1.66	114.50	116.20	1.63
Milwaukee Light, Heat & Traction Co.....	102.35	62.60	79.31	142.00	58.94
Rockford, Beloit & Janesville R. R. Co.....	14.57	14.57	.....	14.57	40.81
Sheboygan Light, Power & Railway Co.....	29.49	.....	.....	.....	10.17
Twin City General Electric Co.....	2.00	(*)	(*)	(*)	4.40
Waupun Electric Light & Ry. Co.....	4.75	2.00	.....	2.00	15.20
Winnebago Traction Co.....	39.83	39.74	.38	40.12	2.00
Wisconsin Traction, Light, Heat & Power Co.....	19.64	19.64	.....	19.64	1.34
Total.....	439.20	2202.00	229.36	2531.34	216.82
					211.00
					250.70
					185.50

* 6.77 miles in Fond du Lac; 1.02 miles in Oshkosh.

* 13.73 miles in Green Bay; 5.63 miles in De Pere; 0.80 miles in Kaukauna.

* 3.18 miles in Manitowish; 1.63 miles in Two Rivers.

* Miles of road in cities: Racine, 12.43; Waukesha, 3.14; Milwaukee, 0.80; South Milwaukee, 4.46; Cudahy, 1.78; Wauwatosa, 3.55; West Allis, 0.33.

Not given.

* Miles double and single tracks.

* 13.11 miles in Oshkosh; 1.81 miles in Neenah.

* Miles in cities: Neenah, 0.58; Menasha, 2.49; Appleton, 6.49; Kaukauna, 1.50.

* Only 19 roads reporting.

CONTRACTS AND AGREEMENTS, WISCONSIN, 1907.

Names of Companies with which Railroads Operating in Wisconsin Have Existing Contracts, Agreements or Arrangements, Affecting Business within the State of Wisconsin, as Reported to the Railroad Commission for the Year Ending June 30, 1907.

Name of company.	Express companies.	Mails.	Sleeping, parlor or dining car companies.	Other railroad, freight, or transportation companies.	Telegraph companies.	Other contracts.
Abbotsford & Northeastern ..	National.....	U. S. Mail.....		Wis. Central (trackage right over A. & N. E. R. R.) A. & N. E. R. R. (percentage of express earnings.)		
Ahsaapee & Western	United States ..	U. S. Mail.....		Bayfield Harbor & G. W. R. R. Co., and Bayfield, Sup. & Mpls., Ry. Co., (verbal.)	Western Union.	Wis. Tel. Co. (verbal).
Chi., Milwaukee & St. Paul. Chicago & Northwestern	United States American.....	U. S. Mail.....	Pullmann Co.	C., M. & St. P. Ry. Co.; C. St. P., M. & O. Ry. Co.; G. B. W. & St. P. Ry. Co.; Oshkosh Transp. Co.; Wis. Central Ry. Co. Kewaunee, G. B. & W. Ry. Co.; Northern Pacific Ry. Co.	Western Union.	Allis Chalmers Co.
Chi., St. P., Mpls. & O.....	American.....	U. S. Mail.....	Pullmann Co.		Western Union.	
Chi., Burlington & Quincy ..	Adams.....	U. S. Mail.....	Pullmann Co.		American	
Chi., Harv. & Geneva Lake.		U. S. Mail.....		M., St. P. & St. Ste. M. Ry. Co.		
Chippewa Valley & Northern ..				Lake Sup. Term. & Trans. Co., (use of tracks and terminals)	Western Union.	
Duluth, South Shore & Atl...	Western	U. S. Mail.....		Northern Pacific Ry.; C., St. P., M. & O. Ry. Co.		
Dul., Sup. & West. Term....				C., M. & St. P. Ry.		

Fairchild & Northeastern	American	U. S. Mail	Pullmann Co.	C. & N. W. Ry. Co., (2), C. M. & St. Paul Ry. Co. (2).	Western Union.
Great Northern	Great Northern	Can. Mail.	I. C. Ry. Co.	C. & N. W. Ry. Co., (Jt. traffic agreement.)	The Gt. N. W. Western Union.
Green Bay & Western.	United States	U. S. Mail			Western Union.
Hawthorne Nebag. & Sup.	American				
Hazelhurst & Southeastern.					
Hillsboro & Northeastern	American	U. S. Mail			
Illinois Central	American	U. S. Mail	Pullmann Co.		Western Union.
Iola & Northern	United States	U. S. Mail			
Kewanee, Green Bay & W.	United States	U. S. Mail			Western Union.
La Crosse and Southeastern	United States	U. S. Mail			
Marquette, Tomahawk & W.	American	U. S. Mail			
Mineral Point & Northern.	United States	U. S. Mail		C. M. & St. P. Ry. Co. (trackage, yards, terminal facilities)	
Mpls., St. P. & S. Ste. M.	Western	U. S. Mail		Dul., S. S. & Atl., (relating to express;) Can. Pacific, (relating to sleepers and diners.)	
Northern Pacific	Northern	U. S. Mail	Pullmann Co.	Sup., Term. & Trans. Ry.; C. St. P., M. & O. Ry.; Dul., S. S. & Atl., Ry. C. & N. W. Ry. Co., (track age rights.)	Western Union
Oakhosh Transportation Co.					
Stanley, Merrill & Phillips.	National			C. St. P., M. & O. Ry., trackage rights.) N. W. Lbr. Co., (trackage rights.)	Ignatz Szahn & wife.
Winona Bridge Ry. Co.				Chl., Burl. & Quincy Ry Co.; G. B. Winona & St. P. Ry. Co.; G. B. & W. R. R Co.	
Wisconsin Central	National	U. S. Mail	Pullmann Co.		Western Union.
Wisconsin & Northern.	United States	U. S. Mail			
Wisconsin Western					

NEW RAILROAD CORPORATIONS.

Extensions of Existing Lines and Changes in Routes. Stock and Bond Issues, Etc.

From June 30, 1906, to June 30, 1907.

As shown by the Records in the Office of the Secretary of State.

NEW RAILROAD CORPORATIONS.

WISCONSIN NORTHWESTERN RAILWAY COMPANY.

Articles of incorporation filed and patent issued July 19, 1906.

Capital stock \$300,000.

Incorporators and directors:

J. W. Wells.

A. C. Wells.

O. W. Brightman.

W. E. Hallenbeck.

John S. Lee.

Route:

From the village of Dunbar Junction on the Dunbar & Wausaukee Railway in section 7, township 35 north, of range 19, Marinette county, Wisconsin, in a general westerly and southwesterly direction to a point on the west line of Oconto county in township 33, range 15 east.

MADISON & FOND DU LAC ELECTRIC RAILWAY COMPANY.

Articles of incorporation filed and patent issued October 16, 1906.

Capital stock \$150,000.

Incorporators and directors:

Franklin A. Umsted.

Ernest N. Warner.

S. T. Walker.

John T. Lee.

J. T. Stuart Lyle.

Route:

From the city of Madison in a northeasterly direction to the city of Fond du Lac, also a branch line from the city of Watertown in a northwesterly direction to the city of Fox Lake.

WAUPACA-GREEN BAY RAILWAY COMPANY.

Articles of incorporation filed and patent issued January 13, 1907.

Capital stock \$150,000.

Incorporators and directors:

A. G. Nelson.

A. M. Pennv.

A. Aggerback.

W. B. Johnson.

John Gordon.

Route:

From the city of Waupaca in a northwesterly direction to the village of Scandinavia.

THE WAUMANDEE RAILWAY COMPANY.

Articles of Incorporation filed and patent issued February 25, 1907.

Capital stock \$125,000.

Incorporators and directors:

R. S. Cowle.
J. M. Smith.
F. C. Richmond.
J. O. Linderman.
B. L. Van Gorden.

Route:

From a point in the town of Waumandee, Buffalo county, to a point on the line of the Chicago, Burlington & Quincy Railroad in the town of Milton, said county, length about 14 miles.

MILWAUKEE & NORTH SHORE RAILWAY COMPANY.

Articles of Incorporation filed and patent issued March 25, 1907.

Capital stock \$25,000.

Incorporators and directors:

W. C. Stone.
P. L. Utley.
J. F. Prentiss.
Charles A. Skinner.
F. W. Gamm.

Route:

From the village of North Milwaukee northward to the city of Manitowoc, also from the city of Port Washington in a northwesterly direction to the city of Fond du Lac, length about 150 miles.

WISCONSIN & NORTHERN MINNESOTA RAILWAY COMPANY.

Articles of Incorporation filed and patent issued May 20, 1907.

Capital stock \$100,000.

Incorporators and directors:

Charles E. Wales.
James A. Ferguson.
Phillip J. Stratton.
Lyman T. Powell.
Claude Z. Luse.

Route as follows:

Commencing in the northeast quarter, section ten, township forty-eight, range fourteen west, in the county of Douglas, and extending in a northerly and northeasterly direction through the city of Superior to the St. Louis River at a point on the northerly end of Connor's Point, and thence across said river by either ferry or bridge to the city of Duluth, in the state of Minnesota. Also a branch line commencing in the northeast quarter of section ten, township forty-eight, range fourteen west, in the county of Douglas, and extending thence in a northerly and northwesterly direction to a point on the St. Louis River in the west half of section sixteen, township forty-two, range fourteen west, and thence across said river by ferry or bridge to the city of Duluth in the state of Minnesota. Length about 26 miles.

WISCONSIN MIDLAND RAILWAY COMPANY, Waupun-Chester Division.

Articles of Incorporation filed and patent issued June 1, 1907.

Capital stock \$30,000.

Incorporators and directors:

Thomas R. Mercein.
DeWitt C. West.
Charles Schley.
Ralph M. Friend.
Earl C. Juneau.

Route:

From the city of Waupun to the village of Chester, Dodge county. Length about 2½ miles.

MILWAUKEE, NORTH SHORE & NORTHERN RAILWAY COMPANY.

Articles of incorporation filed and patent issued June 5, 1907.

Capital stock, \$25,000.

Incorporators and directors:

W. C. Stone.
John B. Sanborn.
Chauncey E. Blake.
Frank D. Reed.
W. D. McCue.

Route:

From the city of Milwaukee in a northerly direction to the city of Manitowoc, also from the city of Port Washington in a northwesterly direction to the city of Fond du Lac. Length about 117 miles.

EXTENSION AND CHANGES OF EXISTING LINES.**CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY.**

Resolution changing the line of said railway in Eau Claire county, Wisconsin. Filed August 2, 1906.

LAONA & NORTHERN RAILWAY COMPANY.

Resolution providing for a branch road to begin at a point on the main line of the said road on the southeast quarter of section twenty-five, township thirty-six, north of range fourteen east, in Forest county, extending in a westerly and southwesterly direction to a point in the south half of the southwest quarter of section twenty-two, township thirty-five, range fourteen east, such branch being about 8 miles in length. Filed July 30, 1906.

INCREASE OF CAPITAL STOCK.**CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.**

Resolution increasing the capital stock of said company in the sum of twenty-five million (\$25,000,000) dollars, common stock, such increase in capital stock to be used for the purchase and construction of railroads, for additions and improvements to its railroads and property, for additional equipment and for real estate needed by the said corporation for railway purposes. Filed October 5, 1906.

SUPERIOR & SOUTHEASTERN RAILWAY COMPANY.

Resolution increasing the capital stock of said company \$300,000, making the total capitalization \$350,000, said stock to be used for the purpose of improving its railroad and property, for additional equipment, and for real estate that may be needed by said corporation for railway purposes. Filed October 10, 1906.

CHICAGO & NORTHWESTERN RAILWAY COMPANY.

Resolution increasing its capital stock to two hundred million dollars (\$200,000,000). Filed October 26, 1906.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Resolution increasing its capital stock in the sum of one hundred fifty million (\$150,000,000) dollars, seventy-five million (\$75,000,000) dollars to be preferred stock and seventy-five million (\$75,000,000) dollars to be common stock. Filed December 1, 1906.

CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY.

Resolution increasing its capital stock in the sum of twenty-five million (\$25,000,000) dollars, such increase to be common stock. Filed December 20, 1906.

STREET AND INTERURBAN RAILWAYS ORGANIZED UNDER THE PROVISIONS OF CHAPTER 86, OF THE STATUTES OF 1898.

SOUTHERN WISCONSIN RAILWAY COMPANY, MILWAUKEE.

Capital stock, \$100,000.

Incorporators:

Charles F. Smith.

Albert R. Denu.

William F. Adams.

Articles of Incorporation filed June 6, 1907.

WISCONSIN VALLEY ELECTRIC RAILWAY COMPANY, MILWAUKEE.

Capital stock, \$35,000.

Incorporators:

George A. Whiting.

H. F. Whitcomb.

George Lines.

Articles of Incorporation filed February 27, 1907.

WAUSAU STREET RAILROAD COMPANY, WAUSAU.

Capital stock, \$30,000, increased to \$400,000.

Incorporators:

Neal Brown.

G. D. Jones.

V. A. Alderson.

N. C. Ewing.

Articles of Incorporation filed August 28, 1906.

MILWAUKEE & FOX RIVER VALLEY RAILWAY COMPANY, FOND DU LAC.

Capital stock, \$25,000, increased to \$75,000.

Incorporators:

Franklin Phillips.

J. M. Saeman.

George Brickbauer.

J. P. Connell.

P. B. Brickbauer.

W. H. Phillips.

R. H. Crosby.

A. J. Pullen.

R. N. Friend.

Articles of Incorporation filed November 9, 1906.

MILWAUKEE-WESTERN ELECTRIC RAILWAY COMPANY, MILWAUKEE.

Capital stock, \$5,000.

Incorporators:

George W. Schermuly.

H. J. Janzer.

William Ross.

Articles of Incorporation filed November 17, 1906.

WISCONSIN ELECTRIC RAILWAY COMPANY, MILWAUKEE.

Capital stock, \$50,000.

Incorporators:

W. D. Hickman.

W. F. Adams.

A. R. Denu.

Articles of Incorporation filed January 19, 1907. February 2, 1907, an amendment was filed changing the name of the corporation to Southern Wisconsin Traction & Light Co.

MORTGAGES, TRUST DEEDS, ETC., 1907.

Instruments, Parties to and Terms of, Filed in the Office of the Secretary of State, July 1, 1906, to June 30, 1907.

By Whom Given.	To whom given.	Kind of Instrument, etc.	Amount of consideration.	Date of instrument.	Date of filing.
Old Colony Trust Co. Chippewa V. & N. Ry. Co.	Owen & Northern Ry. Co. E. P. Arpin & F. J. Wood.	Release of first mortgage Trust deed—security of mortgage bonds, not to exceed \$800,000	.....	July 10, 1906	July 14, 1906
Old Colony Trust Co.	L. Sup. & S. E. Ry. Co.	Release of trust deed	.....	June 15, 1906	July 16, 1906
Wisconsin Central Ry. Co.	Huskell & Baker Car Co.	Contract—300 box cars	.....	July 10, 1906	July 21, 1906
Ahnapee & Western Ry. Co.	Milwaukee Trust Co.	Trust deed—security of mortgage bonds, not to exceed \$425,000	\$139,280 00	Oct. 16, 1906	Nov. 1, 1906
Milwaukee Trust Co.	Ahnapee & Western Ry. Co.	Release of trust deed	.....	Sept. 1, 1906	Nov. 3, 1906
Lone Rock-LaValle R. R. Co.	Royal Trust Co.	Mortgage and trust deed—security of mortgage bonds, \$175,000	1 00	Nov. 1, 1906	Nov. 3, 1906
Bayfield Lumber Co.	Bayfield, Sup. & Mpls. Ry. Co.	Quit claim deed	1 00	Sept. 6, 1906	Dec. 22, 1906
Bayfield Western Ry.	Bayfield, Sup. & Mpls. Ry. Co.	Quit claim deed	1 00	Apr. 23, 1907	Dec. 22, 1906
M., St. P. & S. Ste. M. Ry. Co.	Wm. A. Read & Co.	Contract—equipment	2,402,001 25	Jan. 3, 1907	Jan. 5, 1907
Big Falls Ry. Co.	Sophronia Wall, M. Wall, Tom R. Wall & J. H. Wall	Mortgage on road	2,500 00	Jan. 18, 1907	Jan. 19, 1907
Sup. & Southeastern Ry. Co.	Northwestern Trust Co.	Mortgage—security for mortgage bonds, \$350,000	.....	Dec. 31, 1906	Feb. 1, 1907
Oshkosh Construction Co.	G. B. Oshkosh, Madison & Southwestern Ry. Co.	Deed	1 00	May 28, 1906	Feb. 21, 1907
G. B. Oshkosh, Madison & Southwestern R. R. Co.	Wis. & Northern Ry. Co.	Deed	1 00	May 28, 1906	Feb. 21, 1907
Levi P. Morton, Trustee.	Chi., Mil. & St. P. Ry. Co.	Release of mortgage	.....	Apr. 17, 1907	Apr. 20, 1907
Kenosha Electric Ry. Co.	W. Trust & Savings Bank.	Trust deed—security for mortgage bonds, \$1,000,000	.....	Apr. 1, 1907	Apr. 16, 1907
Northern Trust Co.	Kenosha Electric Ry. Co.	Release of trust deed	1 00	Apr. 24, 1907	Apr. 26, 1907
Farmer's Loan & Trust Co.	Chi., Mil. & St. P. Ry. Co.	Release of supplemental trust mortgage.	.....	Apr. 22, 1907	Apr. 29, 1907
Farmer's Loan & Trust Co.	Chi., Mil. & St. P. Ry. Co.	Release of trust deed	.....	Apr. 22, 1907	May 1, 1907

Milwaukee Light, Heat & Traction Co.	Mortgage—to secure refunding and extension bonds, \$30,000,000	Apr. 1, 1907	May 15, 1907
Milwaukee Northern Ry. Co.	Mortgage—security of bonds, not to exceed \$4,000,000	Apr. 15, 1907	May 20, 1907
Wisconsin Rapid Transit Co.	Mortgage or deed of trust—to secure bonds not to exceed \$35,000 per mile of completed road	May 1, 1907	June 1, 1907
Wisconsin Rapid Transit Co.	Resolution—cancelling mortgage dated Dec. 15, 1906	May 31, 1907	June 1, 1907
First Trust Savings Bank	Lease of locomotives and cars, valued at \$215,200	June 1, 1907	June 11, 1907

PASSENGER TRANSPORTATION ISSUED FOR NEWSPAPER ADVERTISING--IN DOLLARS.

Statement of Transportation Issued to Newspapers for Advertising by Railroads Doing Business in Wisconsin--Names of Railroad Companies by Whom Issued.

Location.	Name of Publication.	C. M. & St. P.	C. & N. W.	W. C.	N. P.	M. St. P. & S. M.	G. R. & W.	C. St. P. M. & O.	D. S. & A.	C. B. & Q.	I. C.	C. H. & G. L.	L. & S. E.	Total.
Abbotsford	Clarion			\$7 94										\$7 94
Albany	Vindicator	\$6 98												6 98
Amery	Free Press					\$0 60								60
Aniwa	Enterprise		\$25 00											25 00
Antigo	Journal		131 62											131 62
Antigo	News							\$15 00						15 00
Antigo	Herald													30 24
Antigo	Railway Echo							19 28						19 28
Appleton	Crescent	19 40	76 24											95 64
Appleton	Fox River Journal		55 00											55 00
Appleton	Gegenwart	15 00		25 00										40 00
Appleton	Journal	30 00												30 00
Appleton	Post		33 00	37 50	\$32 50									108 00
Appleton	Volksfreund		45 00	29 26										74 26
Appleton	Wecker		38 56	26 44										65 00
Ashland	Bladet-Posten	25 00												25 00
Ashland	Critic		12 50											12 50
Ashland	Daily News		7 50		11 00			11 00						29 50
Ashland	Free Press			19 37				69 00						88 37
Ashland	Press													69 00
Ashland	Engle		75 00	50 00	53 52									178 52
Augusta	Bulletin							19 80						19 80
Baldwin	Ledger					6 44		36 05						42 49
Balsam Lake	Democrat		43 82								76 80			120 62
Baraboo	News		65 06											65 06
Baraboo	Republican		30 00											30 00
Baron	News													12 50
Baron	Barron Co. Shield										12 50			12 50
Bayfield	Advocate					8 90								8 90
Bayfield	Press					25 00								25 00
Beaver Dam	Citizen			19 40										19 40
Beloit	Free Press	15 00												15 00
Beloit	News	34 12	43 66								12 50			90 28

PASSENGER TRANSPORTATION ISSUED FOR NEWSPAPER ADVERTISING—IN DOLLARS—Continued.

Location.	Name of Publication.	C. M. & St. P.	C. & N. W.	W. C.	N. P.	M. St. P. & S. S. M.	G. B. & W.	C. St. P. M. & O.	D. S. S. & A.	C. B. & Q.	I. C.	C. H. & G. L.	L. & S. E.	Total.
Kenosha	Tele. Courier		25 00											25 00
Kenosha	Union		30 00											30 00
Kenosha	Volksfreund		15 00											15 00
Kewaskum	Statenman		25 00											25 00
Kewaunee	Banner			25 00										25 00
Kilbourn	Wis. Dells Booklet		116 50											116 50
Knapp	News							15 00						15 00
La Crosse	Abendstern		55 60											55 60
La Crosse	Argus		5 10											5 10
La Crosse	Chronicle		82 84							3 00				85 84
La Crosse	Interstate Fair—Prem List	100 00					45 00							145 00
La Crosse	Leader		20 00											20 00
La Crosse	Leader-Press	91 04	50 00											141 04
La Crosse	Morning Ch.		15 00											15 00
La Crosse	Mexic Worker													2 54
La Crosse	Patrol		50 00				15 00							65 00
La Crosse	Nordstern		75 00				15 00							90 00
La Crosse	Nordstern-Abendstern		50 00							3 20				53 20
La Crosse	Tribune		111 38		50 00									161 38
La Crosse	Vlastenes		23 56											23 56
La Crosse	Volksfreund		4 00							37 50				41 50
Ladysmith	Journal	29 48		25 00										54 48
Ladysmith	News	22 40		20 32										42 72
La Farge	Enterprise	4 14												4 14
Lake Geneva	Herald		25 00											25 00
Lake Mills	Leader		104 80											104 80
Lake Mills	Ledger		3 38											3 38
Lancaster	Herald		25 00											25 00
Lavale	Leader		11 46											11 46
Linden	S. W. Wisconsin	15 00		20 35										35 35
Lodi	Enterprise		30 00											30 00
Loma	Review			12 50										12 50
Loyal	Tribune	5 34		10 80										16 14
Jack	Enterprise				56 56	11 00								67 56
Madison	American Thresherman	109 00	19 87								50 00			178 87

PART V.

Public Utilities.

(The following lists do not purport to be complete lists of the utilities operating in the state, but are compiled from the records of the Commission which, owing to the recent enactment of the law, are necessarily incomplete at the time of publication.)

ELECTRIC LIGHT COMPANIES.

<i>Name.</i>	<i>Location.</i>
Albany Electric Milling Co.....	Albany
Algoma Electric Light & Water Co.....	Algoma
Alma Electric Light Co.....	Alma
Antigo Electric Light Plant.....	Antigo
Amery Electric Co.....	Amery
Arcadia (Municipal Plant).....	Arcadia
Arkansaw Electric Light Plant.....	Arkansaw
Ashland Light, Power & Street Railway Co....	Ashland
Athens Electric Light & Power Co.....	Athens
Baldwin Electric Light & Fuel Co.....	Baldwin
Ball J. L.....	Augusta
Baraboo Lighting C.....	Baraboo
Barron (Municipal plant).....	Barron
Bayfield (Municipal plant).....	Bayfield
Beaver Dam Illuminating Co.....	Beaver Dam
Belleville Mills & Electric Light Plant.....	Belleville
Beloit Water, Gas & Electric Co.....	Beloit
Benton Electric Light and Water Works.....	Benton
Berlin Light, Heating & Power Co.....	Berlin
Blair (Municipal plant).....	Blair
Blanchardville Electric Light Plant.....	Blanchardville
Block Light Co.....	Milwaukee

<i>Name.</i>	<i>Location.</i>
Bloomer Electric Light Plant.....	Bloomer
Boscobel (Municipal plant).....	Boscobel
Brodhead Electric Co.....	Brodhead
Burlington Electric Light & Power Co.....	Burlington
Campbellsport Electric Light & Power Co.....	Pewaukee
Cashton Milling & Power Co.....	Cashton
Cassville (Municipal plant).....	Cassville
Chilton Electric Light Co.....	Chilton
Chippewa Falls Water Works & Lighting Co..	Chippewa Falls
Chippewa valley Railway, Light & Power Co..	Eau Claire
Clintonville (Municipal plant).....	Clintonville
Colfax Electric Light Co.....	Colfax
Columbus (Municipal plant).....	Columbus
Cuba City Electric Plant.....	Cuba City
Darlington Electric Light & Water Power Co..	Darlington
Delavan Light & Power Co.....	Delavan
De Pere Electric Light & Power Co.....	De Pere
Dodgeville Electric Light Co.....	Dodgeville
Durand Light & Power Co.....	Durand
Dwinell, B. E., & Co.....	Amherst
Eagle River Light & Water Co.....	Ashland
Eastern Wisconsin Railway & Light Co.....	Fond du Lac
Eau Claire Light & Power Co.....	Eau Claire
Edgerton Electric Light Co.....	Edgerton
Ellsworth Heat, Light & Power Co.....	Ellsworth
Elroy (Municipal plant).....	Elroy
Electric & Water Co.....	Grand Rapids
Electric & Water Supply Co.....	Neillsville
Electric Water & Telephone Co.....	Tomahawk
Equitable Electric Light Co.....	Lake Geneva
Evansville (Municipal plant).....	Evansville
Fargo Creamery Supply House.....	Lake Mills
Fennimore Electric Light & Water Works.....	Fennimore
Florence (Municipal plant).....	Florence
Fort Atkinson (Municipal plant).....	Ft. Atkinson
Fountain City Light & Power Co.....	Fountain City
Frederic Electric Light Plant.....	Frederic
Galesville Milling Co.....	Galesville
Gays Mills Electric Co.....	Gays Mills
Genoa Junction Electric Light Co.....	Genoa Junction
Glenwood & Downing Light & Power Co.....	Glenwood
Glenwood & Downing Light & Power Co.....	Downing
Glidden (Municipal plant).....	Glidden
Grand Rapids Electric & Water Co.....	Grand Rapids
Green Bay Gas & Electric Co.....	Green Bay
Green Bay Light & Power Co.....	Green Bay
Greenwood (Municipal plant).....	Greenwood
Hartford Electric Co.....	Hartford
Hayward Electric Light & Power Co.....	Hayward
Holt Lumber Co.....	Oconto
Hussa Bros. Light & Power Plant.....	Bangor

<i>Name.</i>	<i>Location.</i>
Iron River Water, Light & Power Co.....	Iron River
Janesville Electric Co.....	Janesville
Jefferson (Municipal plant).....	Jefferson
Kaukauna Gas, Electric Light & Power Co....	Kaukauna
Kenosha Gas & Electric Co.....	Kenosha
Kewaskum Electric Light Co.....	Kewaskum
La Crosse Gas & Electric Co.....	La Crosse
Ladysmith Lighting Co.....	Ladysmith
La Farge Electric Co.....	La Farge
Lake Geneva Water & Light Co.....	Lake Geneva
Lancaster Electric Light Co.....	Lancaster
Little Wolf River Lumber Co.....	Manawa
Loyal Light Plant.....	Loyal
Madison Gas & Electric Co.....	Madison
Manitowoc Electric Light Co.....	Manitowoc
Marshfield Water, Electric Light & Power Co..	Marshfield
Mauston Electric Service Co.....	Mauston
Mayville Electric Light Plant.....	Mayville
Mazomanie (Municipal plant).....	Mazomanie
Medford Light & Heating Co.....	Medford
Mellen Water & Light Co.....	Mellen
Menasha (Municipal plant).....	Menasha
Menomonee Falls Electric Light Co.....	Menomonee Falls
Menominee Electric Light & Power Co.....	Marinette
Menominee & Marinette Light & Traction Co..	Menominee, Mich.
Merrill Railway & Lighting Co.....	Merrill
Milwaukee Electric Railway & Light Co.....	Milwaukee
Milwaukee & Fox River Valley Railway Co....	Elkhart Lake
Mineral Point Electric Light Co.....	Mineral Point
Minocqua Electric Light Plant.....	Minocqua
Mondovi Electric Light Co.....	Mondovi
Monroe Electric Light & Power Co.....	Monroe
Montello Granite Co.....	Montello
Monticello (Municipal plant).....	Monticello
Mt. Horeb Electric Light Co.....	Mt. Horeb
Muscoda Electric Light & Power Plant.....	Muscoda
Necedah Milling & Electric Co.....	Necedah
Neshkora Milling Co.....	Neshkora
Neshonoc Light & Power Co.....	West Salem
New Glarus Electric Light & Power Co.....	New Glarus
New London (Municipal plant).....	New London
New Richmond Power Co.....	New Richmond
Newton Sons Co., O. I.....	Sparta
Northern Power Co.....	Superior
North Freedom Electric Light Co.....	Reedsburg
North Milwaukee Light & Power Co.....	North Milwaukee
North Hudson Electric Light Plant.....	North Hudson
North Western Lumber Co.....	Stanley
Oconomowoc (Municipal plant).....	Oconomowoc
Omro Electric Light Co.....	Omro
Oshkosh Gas Light Co.....	Oshkosh

<i>Name.</i>	<i>Location.</i>
Pardeeville Electric Light Plant.....	Pardeeville
Park Falls Water, Light & Power Co.....	Park Falls
Paustian, F., Milling Co.....	Mayville
People's Electric Light & Power Co.....	Princeton
Peshtigo Lumber Co.....	Peshtigo
Phillips, Light, Water, Heat & Power Co.....	Phillips
Platteville Electric Light & Power Co.....	Platteville
Plymouth City (Municipal plant).....	Plymouth
Portage Electric Light Co.....	Portage
Prairie City Electric Co.....	Prairie du Chien
Prescott Electric Light Plant.....	Prescott
Prentice Light, Water & Power Co.....	Prentice
Public Service Co.....	Fond du Lac
Railway Exchange Building Co.....	Milwaukee
Randolph Electric Light Plant.....	Randolph
Red Cliff Land & Lumber Co.....	Superior
Reedsburg (Municipal plant).....	Reedsburg
Rhinelanders Lighting Co.....	Rhinelanders
Rice Lake (Municipal plant).....	Rice Lake
Richland Center Electric Light Co.....	Richland Center
Rio Electric Light Plant.....	Rio
Ripon Light & Water Co.....	Ripon
River Falls (Municipal plant).....	River Falls
Scofield Electric Light Plant.....	Scofield
Seymour Electric Light Co.....	Seymour
Shawano (Municipal plant).....	Shawano
Sheboygan Light, Power & Railway Co.....	Sheboygan
Sheboygan Falls Electric Light Plant.....	Sheboygan Falls
Shell Lake (Municipal plant).....	Shell Lake
Smith Electric Co.....	Burlington
Soldiers Grove Electric Light Co.....	Soldiers Grove
Spring Green (Municipal plant).....	Spring Green
St. Croix Power Co.....	Somerset
Standard Telephone & Electric Light Co.....	Milwaukee
Stevens Point Lighting Co.....	Stevens Point
Stoughton (Municipal plant).....	Stoughton
Sturgeon Bay (Municipal plant).....	Sturgeon Bay
Sun Prairie Electric & Laundry Co.....	Sun Prairie
Superior Water, Light & Power Co.....	Superior
Thorp (Municipal plant).....	Thorp
Tomah Electric Light Co.....	Tomah
Twin City General Electric Co.....	Ironwood, Mich.
Two Rivers (Municipal plant).....	Two Rivers
Viking Lumber Co.....	Wittenberg
Viroqua Electric Light Co.....	Viroqua
Warren, Geo., Co.....	Warrens
Washburn Electric Light & Power Co.....	Washburn
Waterloo Electric Light Co.....	Waterloo
Watertown Gas & Electric Co.....	Watertown
Waukesha Gas & Electric Co.....	Waukesha
Waupaca Electric Light & Railway Co.....	Waupaca
Waupun (Municipal plant).....	Waupun

<i>Name.</i>	<i>Location.</i>
Wausau Electric Co.....	Wausau
Welsse, Chas. S., & Co.....	Sheboygan Falls
West Bend Heating & Lighting Co.....	West Bend
Westby (Municipal plant).....	Westby
Western Lighting & Electric Co.....	Milwaukee
Westfield Milling & Electric Light Co.....	Westfield
Weyauwega Electric Light Co.....	Weyauwega
Whitehall Electric Light & Water Plant.....	Whitehall
Withee Electric Light Plant.....	Withee
Whitewater Electric Light Co.....	Whitewater
Willow River Electric Light & Power Co.....	Hudson
Windsor, H. T.....	Walworth
Wisconsin Chair Co.....	Port Washington
Wisconsin Electric Service Co.....	Chilton
Wisconsin Traction, Light, Heat & Power Co...	Appleton
Wright, H. W., Lumber Co.....	Merrill

HEATING COMPANIES.

<i>Name.</i>	<i>Location.</i>
Milwaukee Central Heating Co.....	Milwaukee
Plankinton Electric Light & Power Co.....	Milwaukee
Warren, Geo., Co.....	Warrens
Watson Heating Co.....	Marinette
Wells Power Co.....	Milwaukee

WATER COMPANIES.

<i>Name.</i>	<i>Location.</i>
Antigo Water Co.....	Antigo
Appleton Water Works Co.....	Appleton
Ashland Water Co.....	Ashland
Baldwin (Municipal plant).....	Baldwin
Baraboo City Water Works (Municipal plant)..	Baraboo
Bayfield (Municipal plant)	Bayfield
Beloit Gas, Water & Electric Co.....	Beloit
Berlin (Municipal plant)	Berlin
Boscobel (Municipal plant).....	Boscobel
Brodhead (Municipal plant)	Brodhead
Burlington (Municipal plant).....	Burlington
Cassville (Municipal plant).....	Cassville
Chippewa Falls Water Works & Lighting Co..	Chippewa Falls
Columbus Water & Electric Light Plant (Municipal plant)	Columbus
City Water Co.....	Marinette
City Water Works Co.....	Merrill
City Water Co.....	Sheboygan
Cuba City (Municipal plant).....	Cuba City
Darlington (Municipal plant).....	Darlington
Deerfield (Municipal plant).....	Deerfield
De Pere (Municipal plant).....	De Pere
Dodgeville (Municipal plant).....	Dodgeville

<i>Name.</i>	<i>Location.</i>
Eau Claire Water Co.....	Eau Claire
Edgerton (Municipal plant).....	Edgerton
Fox River Milling & Power Co.....	Pardeeville
Florence (Municipal plant).....	Florence
Fond du Lac Water Co.....	Fond du Lac
Glenwood (Municipal plant).....	Glenwood
Glidden Water Works Co.....	Glidden
Grand Rapids (Municipal plant).....	Grand Rapids
Green Bay Water Co.....	Green Bay
Hudson (Municipal plant).....	Hudson
Hussa Bros. Electric Light & Power Co.....	Bangor
Iron River Water, Light & Power Co.....	Iron River
Janesville Water Co.....	Janesville
Kaukauna (Municipal plant).....	Kaukauna
Kenosha (Municipal plant).....	Kenosha
La Crosse (Municipal plant).....	La Crosse
Lake Geneva Water & Light Co.....	Lake Geneva
Lake Mills (Municipal plant).....	Lake Mills
Lancaster (Municipal plant).....	Lancaster
Manitowoc Water Works Co.....	Manitowoc
Mauston (Municipal plant).....	Mauston
Madison (Municipal plant).....	Madison
Mazomanie (Municipal plant).....	Mazomanie
Menasha (Municipal plant).....	Menasha
Menomonie Water Works Co.....	Menomonie
Milwaukee (Municipal plant).....	Milwaukee
Monroe Water Works Co.....	Monroe
Montello Water Works plant.....	Montello
Neillsville (Municipal plant).....	Neillsville
New Richmond (Municipal plant).....	New Richmond
North Freedom (Municipal plant).....	North Freedom
Oconomowoc (Municipal plant)	Oconomowoc
Oconto City Water Supply Co.....	Oconto
Onalaska (Municipal plant).....	Onalaska
Oshkosh Water Works Co.....	Oshkosh
Phillips Light, Water, Heat & Power Co.....	Phillips
Platteville (Municipal plant).....	Platteville
Plymouth (Municipal plant).....	Plymouth
Portage (Municipal plant).....	Portage
Prairie du Chien Artesian Well Co.....	Prairie du Chien
Prairie du Chien (Municipal plant).....	Prairie du Chien
Racine Water Co.....	Racine
Rice Lake (Municipal plant).....	Rice Lake

<i>Name.</i>	<i>Location.</i>
Richland Center (Municipal plant).....	Richland Center
Ripon Light & Water Co.....	Ripon
River Falls (Municipal plant).....	River Falls
Sharon (Municipal plant).....	Sharon
Shawano (Municipal plant).....	Shawano
Soldiers' Grove (Municipal plant).....	Soldiers' Grove
Sparta (Municipal plant).....	Sparta
Spring Valley (Municipal plant).....	Spring Valley
Stevens Point Water Co.....	Stevens Point
Stoughton (Municipal plant).....	Stoughton
Sun Prairie (Municipal plant).....	Sun Prairie
Superior Water, Light & Power Co.....	Superior
Tomah (Municipal plant).....	Tomah
Two Rivers (Municipal plant).....	Two Rivers
Viroqua (Municipal plant).....	Viroqua
Washburn Water Works Co.....	Washburn
Watertown (Municipal Plant)	Watertown
Waukesha (Municipal plant).....	Waukesha
Waupun (Municipal plant).....	Waupun
Wausau (Municipal plant).....	Wausau
Westby (Municipal plant).....	Westby
Whitehall (Municipal plant).....	Whitehall
Whitewater Water Works Co.....	Whitewater
Wisconsin Engine Co.....	Corliss

GAS COMPANIES.

<i>Name.</i>	<i>Location.</i>
Ashland Light, Power & Street Railway Co....	Ashland
Baraboo Lighting Co.....	Baraboo
Beloit Water, Gas & Electric Co.....	Beloit
Berlin Gas Co.....	Berlin
Chippewa Falls Water Works & Lighting Co....	Chippewa Falls
Clinton Gas & Water Works.....	Clinton
Eastern Wisconsin Railway & Light Co.....	Fond du Lac
Eau Claire Gas Light Co.....	Eau Claire
Green Bay Gas & Electric Co.....	Green Bay
Kenosha Gas & Electric Co.....	Kenosha
La Crosse Gas & Electric Co.....	La Crosse
Madison Gas & Electric Co.....	Madison
Manitowoc Gas Co.....	Manitowoc

<i>Name.</i>	<i>Location.</i>
Menomonie Gas Co.....	Menomonie
Menominee & Marinette Light & Traction Co..	Marinette
Milwaukee Gas Light Co.....	Milwaukee
New Gas Light Co.....	Janesville
Oshkosh Gas Light Co.....	Oshkosh
Portage American Gas Co.....	Portage
Racine Gas Light Co.....	Racine
Ripon Light & Water Co.....	Ripon
Sheboygan Gas Light Co.....	Sheboygan
Stevens Point Telegraph Co.....	Stevens Point
Stoughton Light & Fuel Co.....	Stoughton
Superior Water Light & Power Co.....	Superior
Urban Construction Co. (Acetylene).....	Deerfield
Watertown Gas & Electric Co.....	Watertown
Waukesha Gas & Electric Co.....	Waukesha
Wausau Gas Co.....	Wausau
Wauwatosa Gas Co.....	Wauwatosa
West Allis Gas Co.....	West Allis
Wisconsin Traction, Light, Heat & Power Co..	Appleton

TELEPHONE COMPANIES.

<i>Name.</i>	<i>Post Office</i>
Abbotsford Electric Light & Tel. Co.....	Abbotsford
Adams County Metallic Tel. Co.....	New Rome
Addison-Allenton Tel. Co.....	Allenton
Ahern, P. H.....	Marquette
Akan Tel. Co.....	Soldiers Grove
Algoma Farmers Tel. Co.....	Algoma
Allenton-Kohlsville Tel. Co.....	Allenton
Almond Tel. Co.....	Almond
Alto Telephone Co.....	Alto
Amberg Tel. & Teleg. Co.....	Amberg
American Tel. & Teleg. Co.....	Milwaukee
Ames Branch Tel. Co.....	Shullsburg
American Valley Farmers Tel. Co.....	Arcadia
Amherst Tel. Co.....	Amherst
Amery Electric Tel. Co.....	Amery
Anderson, J. A.....	Dallas
Anderson, O. I.....	Colfax
Annaton & Preston Tel. Co.....	Montfort
Antigo Tel. Co.....	Antigo
Argyle Tel. Co.....	Argyle
Arena & Ridgeway Tel. Co.....	Arena
Arkansaw Tel. Co.....	Arkansaw
Ashland Home Tel. Co.....	Ashland
Athens Tel. Co.....	Athens

<i>Name.</i>	<i>Location.</i>
Attica Mutual Tel. Co.....	Attica
Auburndale Tel. Co.....	Auburndale
Avoca & Muscoda Tel. Co.....	Avoca
Avoca & Pride Hollow Tel. Co.....	Avoca
Badger Mutual Tel. Co.....	Orange
Badger Tel. Co.....	Richland Center
Badger Tel. Co.....	Cuba City
Badger Tel. Co.....	Oconomowoc
Badger State Tel. & Teleg. Co.....	Neillsville
Badger Teleg. & Tel. Co.....	Milwaukee
Baldwin Telephone Exchange.....	Baldwin
Ball, J. L.....	Augusta
Bangor Tel. Co.....	Bangor
Banner Tel. Co.....	Waupun
Baraboo Tel. Co.....	Baraboo
Baraboo Farmers Mutual Tel. Co.....	Baraboo
Barneveld & Hollendale Tel. Co.....	Barneveld
Barron County Tel. Co.....	Rice Lake
Bashaw Valley Tel. Co.....	Shell Lake
Basswood and Eagle Corners Tel. Co.....	Eagle Corners
Bayfield County Tel. Co.....	Washburn
Beaver Tel. Co.....	Loyal
Beef River Valley Tel. Co.....	Osseo
Belleville Tel. Co.....	Belleville
Belmont & Pleasant View Tel. Co.....	Belmont
Beloit Home Tel. Co.....	Beloit
Beloit Farm Tel. Co.....	Beloit
Benton Tel. Co.....	Benton
Beske E. C. Tel. Co.....	Atwater
Big Flats-Colburn Farmers Tel. Co.....	Big Flats
Big Hollow Tel. Co.....	Spring Green
Birnamwood Tel. Co.....	Birnamwood
Black Earth Tel. Co.....	Black Earth
Blanchardville & Hollandale Tel. Co.....	Hollandale
Bloomer Tel. Co.....	Bloomer
Borst Valley Tel. Co.....	Russell
Boscobel Tel. Co.....	Boscobel
Boyd Tel. Co.....	Boyd
Brandon & Ladoga Tel. Co.....	Brandon
Briggs, H. S.....	Manawa
Briggsville and Big Springs Tel. Co.....	Briggsville
Bristol Tel. Co.....	Bristol
Brodhead Tel. Co.....	Brodhead
Broecke Tel. Co.....	Stetsonville
Brown County Tel. Co.....	Green Bay
Brooklyn Tel. Co.....	Brooklyn
Browntown Tel. Co.....	Browntown
Bruckerville Farmers Tel. Co.....	Dorchester
Brush Creek Farmers Tel. Co.....	Ontario
Buckeye Ridge Tel. Co.....	Westby
Buena Vista Tel. Co.....	Arnott
Bunnell, J. A.....	Clyman
Burke Tel. Co.....	Burke
Burlington-Brighton-Wheatland Tel. Co.....	Wheatland
Burlington-Rochester-Kansasville Tel. Co.....	Rochester

<i>Name.</i>	<i>Location.</i>
Cadott Tel. Co.....	Cadott
Caledonia Tel. Co.....	New London
Cambridge Tel. Co.....	Cambridge
Cambria Co-operative Tel. Co.....	Cambria
Carey & McNett Tel. Co.....	Bristol
Carlton Lake Shore Tel. Co.....	Kewaunee
Caryville Tel. Co.....	Caryville
Carr Line Tel. Co.....	Cuba City
Casco-Brussels Tel. Co.....	Casco
Cashton Tel. Co.....	Cashton
Cedar Grove Tel. Co.....	Cedar Grove
Cedar Lake Tel. Co.....	Schleisingsville
Cedar Lake Rural Tel. Co.....	New Richmond
Central Wisconsin Tel. Co.....	Hixton
Chetek Rural Tel. Co.....	Chetek
Chippewa County Tel. Co.....	Chippewa Falls
Chippewa & Taylor County Tel. Co.....	Cox
Chippewa Valley Tel. Co.....	Bruce
Citizens Tel. Co.....	Racine
Christiana Tel. Co.....	Rockdale
Citizens Tel. Exc. Co.....	Sheboygan
City Tel. Co.....	Turtle Lake
Clinton Tel. Co.....	Clinton
Clyman Tel. Co.....	Clyman
Cochrane Farmers Tel. Co.....	Cochrane
Colby Tel. Co.....	Colby
Colfax Tel. Co.....	Colfax
Coloma Tel. Co.....	Coloma Station
Columbia County Tel. Co.....	Morrisonville
Cook-Brown Lime Co.....	Sherwood
Coon Valley Farmers Tel. Co.....	Coon Valley
Consolidated Tel. & Telegr. Co.....	Minneapolis, Minn.
Cornelia, Tennyson & Potosi Farmers Tel. Co..	Potosi
Cottage Grove Tel. Co.....	Cottage Grove
Council Bluffs Tel. Co.....	Highland
Crandon Tel. Co.....	Crandon
Cranmoor Tel. Co.....	Grand Rapids
Cuba City & Benton Line Tel. Co.....	Cuba City
Cuba City Tel. Co.....	Cuba City
Cumberland Tel. Co.....	Cumberland
Curtiss & Withee Tel. Co.....	Curtiss
Dallas Tel. Exchange.....	Dallas
Dallas Farmers Tel. Co.....	Chippewa Falls
Dane County Tel. Co.....	Madison
Dane County Rural Tel. Co.....	Madison
Darien Tel. Co.....	Darien
Darlington Rural Tel. Co.....	Darlington
Davis, H. E. Tel. Co.....	New Rome
Deerfield Tel. Co.....	Deerfield
Dell Co-operative Tel. Co.....	Dell
Dell Tel. Co.....	La Farge
Diamond Tel. Co.....	Montello
Diamond Grove Tel. Co.....	Mineral Point
Dodge County Tel. Co.....	Reeseville
Dodgeville & Northern Tel. Co.....	Dodgeville
Dodgeville & Spring Green Tel. Co.....	Dodgeville
Dodgeville & Union Mills Tel. Co.....	Dodgeville
Door County Tel. Co.....	Sturgeon Bay

<i>Name.</i>	<i>Location.</i>
Dorchester Tel. Co.....	Dorchester
Douglas County Tel. Co.....	Duluth, Minn.
Downsville Tel. Co.....	Downsville
Dunn County Tel. Co.....	Ridgeland
Durand Light & Power Co.....	Durand
Durand Inter-County Tel. Co.....	Durand
Dukes Prairie Tel. Co.....	Waldwick
Eagle Tel. Co.....	Eagle
Earl Tel. Co.....	Earl
Eastern Crawford County Tel. Co.....	Boscobel
Eastern Fond du Lac County Tel. Co.....	Eden
Eastern Wisconsin Tel. Co.....	Kiel
East Banner Tel. Co.....	Waupun
East Clarno Tel. Co.....	Clarno
East Valley Tel. Co.....	New Prospect
Eau Claire County Tel. Co.....	Eau Claire
Eau Claire Tel. Co.....	Eau Claire
Eau Galle Tel. Co.....	Eau Galle
Edgar Local Tel. Co.....	Edgar
Edgar-Cassel-Emmet Tel. Co.....	Edgar
Edgerton Tel. Co.....	Edgerton
Edmund Tel. Co.....	Edmund
Electric Water & Tel. Co.....	Tomahawk
Eleva Farmers Central Tel. Co.....	Eleva
Elk Mound Tel. Co.....	Elk Mound
Elmwood Farmers Tel. Co.....	Soldiers Grove
Elroy Tel. Co.....	Elroy
Empire Tel. Co.....	Fond du Lac
English Lake Tel. Co.....	Newton
Ettrick Tel. Co.....	Ettrick
Eureka Tel. Co.....	Woodland
Evansville Tel. Exchange.....	Evansville
Farmers Independent Tel. Assn.....	Caroline
Farmers Independence Tel. Co.....	Independence
Farmers Inter-County Mutual Tel. Co.....	Kilbourn
Farmers Tel. Co., Line 8.....	Hixton
Farmers Mutual Tel. Co.....	Cambria
Farmers Hixton and Northfield Tel. Co.....	Hixton
Farmers Lake Shore Tel. Tract. & El. P. Co..	Algoma
Farmers Lake Shore Tel. Co.....	Kewaunee
Farmers & Merchants Tel. Co.....	Lena
Farmers Mutual Tel. Co.....	Minong
Farmers Mutual Tel. Co.....	Baraboo
Farmers Co-operative Tel. Co.....	Prairie du Sac
Farmers New Era Tel. Co.....	Hebron, Ill.
Farmers Ridge Tel. Co.....	Highland
Farmers Union Tel. Co.....	Middleton
Farmers Tel. Exchange.....	Richland Center
Farmers Tel. Co. (B. Narasch).....	New London
Farmers Tel. Co. (L. Hoffman).....	New London
Farmers Tel. Co.....	Horse-Shoe Lake
Farmers Tel. Co.....	Tamarack
Farmers Tel. Co. of Beetown.....	Beetown
Farmers Tel. Co.....	Dorchester
Farmers Tel. Co. of Porter.....	Edgerton

<i>Name.</i>	<i>Location.</i>
Farmers Union Tel. Co. No. 1.....	Killbourn
Faulds, Dr. R. C.....	Abrams
Feeley, J. E.....	Finfield
Fennimore Mutual Tel. Co.....	Fennimore
Fennimore Tel. Co.....	Fennimore
Ferryville Tel. Co.....	Ferryville
First Farmers of Curran Tel. Co.....	Taylor
Fiske, F. E. Tel. Co.....	Turtle Lake
Five Points Tel. Co.....	Five Points
Footville Tel. Co.....	Footville
Foster Lumber Co.....	Fairchild
Fountain City Tel. Co.....	Fountain City
Fox River Valley Tel. & Telg. Co.....	Appleton
Franksville Tel. Co.....	Franksville
Fremont Tel. Co.....	Fremont
Freistadt Tel. Co.....	Freistadt
Freistadt Cedarburg Tel. Co.....	South Germantown
Friendship Tel. Co.....	Friendship
Georgetown & Garrett Line Tel. Co.....	Cuba City
Gilmanton & Dover Tel. Co.....	Gilmanton
Glenville Tel. Co.....	Shullsburg
Glenwood Tel. Co.....	Glenwood
Glidden Tel. Co.....	Glidden
Goodrich Tel. Co.....	Medford
Grafton Tel. Co.....	Grafton
Grand View Tel. Co.....	Hazel Green
Grant County Tel. Co.....	Livingston
Grant County Teleg. & Tel. System.....	Platteville
Gray, E. E.....	Killbourn
Green Lake Tel. Co.....	Dartford
Green Lake Tel. Co.....	Green Lake
Green Lake Tel. Co.....	Fairwater
Green Lake & Fairwater Tel. Exchange.....	Markesan
Greenwood Tel. Co.....	Greenwood
Guenther, C. E.....	Knowlton
Hamburg Tel. Co.....	Hamburg
Hammond Tel. Co.....	Hammond
Hanson, A.....	Lyman
Hartland Tel. Co.....	Hartland
Hatley Tel. Co.....	Hatley
Hawkins Tel. Co.....	Hawkins
Healey, C. E.....	Nashota
Heidersdorf & Kruesscher Tel. Co.....	Bristol
Heyer, H. J.....	Darien
Hickory Grove Tel. Co.....	Boscobel
Highland Tel. Co.....	Elmwood
Hillsdale Western Tel. Co.....	Hillsdale
Hillsboro Tel. Co.....	Hillsboro
Hixton & Alma Farmers Tel. Co.....	Alma Center
Holmen Tel. Co.....	Holmen
Holton Tel. Co.....	Abbotsford
Hudson Prairie Tel. Co.....	Burkhart
Hughes, P. F.....	Franklin
Hulls Crossing Tel. Co.....	Glenbeulah

<i>Name.</i>	<i>Location.</i>
Independent Consolidated Tel. Co.....	Weyauwega
Independent Long Distance Tel. Co.....	Milwaukee
Individual Tel. Co.....	Highland
Inter-County Tel. Co.....	Durand
Interstate Tel. Co.....	La Crosse
Interurban Tel. Co.....	Madison
Interurban Tel. Co.....	New London
Iowa County Tel. Co.....	Cobb
Iowa & Lafayette Tel. Co.....	Fayette
Iowa Tel. Co.....	Des Moines, Ia.
Iron River Tel. Co.....	Iron River
Iron River Water, Light & Power Co.....	Iron River
Jackson Tel. Co.....	Jackson
Jamieson Tel. Co.....	Bristol
Jefferson County Tel. Co.....	Ft. Atkinson
Jefferson Mutual Tel. Co.....	Jefferson
Jefferson Tel. Co.....	Juda
Jerpin & Valders Tel. Co.....	Valders
Jimtown Tel. Co.....	Soldiers Grove
Johnstown Tel. Co.....	Dodgeville
Juneau Electric Co.....	New Lisbon
Kegonsa Independent Tel. Co.....	Stoughton
Kennedy Mining Co.....	Hazel Green
Kenosha Home Tel. Co.....	Kenosha
Keodan Tel. Co.....	Algoma
Kewaunee Lake Shore Tel. Co.....	Kewaunee
Kiel Bros. & Kahn.....	Manitowoc
Kilbourn & Friendship Tel. Co.....	Friendship
Kingston Tel. Co.....	Kingston
Knapp Tel. Co.....	Knapp
Koehley, Emil.....	Pipersville
Koldrowicz, Edw.....	Green Bay
Konup, Jos. F.....	Stangleville
Koro Farmers Tel. Co.....	Koro
La Crosse County Tel. Co.....	La Crosse
La Crosse Interurban Tel. Co.....	La Crosse
La Crosse Tel. Co.....	La Crosse
Ladoga-Brandon Tel. Co.....	Brandon
Ladoga & Oak Center Tel. Co.....	Waupun
La Farge Tel. Co.....	La Farge
La Fayette Tel. Co.....	Gratiot
Lake Mallie Tel. Co.....	Chippewa Falls
Lake Shore Tel. Co.....	Minong
Lake Tel. Co.....	Shullsburg
Lamartine & Rock River Tel. Co.....	Oakfield
Lamont Central Tel. Co.....	Darlington
Lampson Mercantile Co.....	Lampson
Lapp-Sturner Co.....	Dorchester
Larrabee Tel. Co.....	Larrabee
Last Chance Tel. Co.....	Cuba City
Laubenstein & Enteringer.....	Rankin
Lauderdale Land Co.....	Elkhorn
Lean, F. W. & Stewart, F. H.....	Elkhorn
Leeds Tel. Co.....	Leeds
Leeds Farmers Tel. Co.....	Poynette

<i>Name.</i>	<i>Location.</i>
Lime Ridge Tel. Co.....	Lime Ridge
Lincoln Farmers Tel. Co.....	Whitehall
Lindsey Tel. Co.....	Marshfield
Lisbon Tel. Co.....	Sussex
Little Calumet Tel. Co.....	Dundas
Little Ten Tel. Co.....	Benton
Lodi Tel. Co.....	Lodi
Lone Rock Tel. Co.....	Lone Rock
Long Distance Tel. Exchange.....	Watertown
Loyal Tel. Exc. Co.....	Loyal
Loretta & Loganville Tel. Co.....	Loganville
Lovette Branch Tel. Co.....	Darlington
Ludington Tel. Co.....	Ludington
Luxemburg Tel. Co.....	Luxemburg
Lynn Mutual Tel. Co.....	Grantor
Lynn Tel. Co.....	Granton
Manawa Tel. Co.....	Manawa
Manitowoc & Western Tel. Co.....	Branch
Manitowoc & Northern Tel. Co.....	Manitowoc
Marathon City Tel. Co.....	Marathon
Marathon County Tel. Co.....	Wausau
Marathon Zeigler Tel. Co.....	Marathon
Marion & Northern Tel. Co.....	Marion
Markesan Tel. Co.....	Markesan
Marquette Tel. Co.....	Montello
Marquette & Adams County Tel. Co.....	Oxford
Marshfield Tel. Exc.....	Marshfield
Martin, W. G.....	Atwater
Matteson Tel. Co.....	Embarrass
Mauston Electric Service Co.....	Mauston
Mayville Farmers Tel. Co.....	Abbotsford
Mazomanie Tel. Co.....	Mazomanie
Medford Tel. Exc.....	Medford
Melrose Tel. Co.....	Melrose
Mellville Settlement Tel. Co.....	Chippewa Falls
Menomonee Falls Tel. Co.....	Menomonee Falls
Mequon Tel. Co.....	Thiensville
Merrill Tel. Co.....	Merrill
Merton Tel. Co.....	Merton
Meyers, Louis.....	Kewaunee
Michigan State Tel. Co.....	Detroit, Mich.
Milwaukee Independent Tel. Co.....	Milwaukee
Milton & Milton Junction Tel. Co.....	Milton
Mineral Point Tel. Co.....	Mineral Point
Mineral Point & Rewey Tel. Co.....	Rewey
Modena Co-operative Tel. Co.....	Mondovi
Mog, Schulz & Steffen.....	Johnsonville
Mondovi Tel. Co.....	Mondovi
Monroe County Tel. Co.....	Sparta
Monroe Tel. Co.....	Monroe
Montello Farmers' Tel. Co.....	Packwaukee
Morris Tel. Co.....	Tigerton
Mt. Horeb Independent Tel. Co.....	Mt. Horeb
Mt. Vernon Tel. Co.....	Mt. Vernon
Murray Farmers' Tel. Co.....	Bruce
Muscoda Mutual Tel. Co.....	Muscoda

<i>Name.</i>	<i>Location.</i>
Nashotah Tel. Co.....	Nashotah
Nelson Farmers' Tel. Co.....	Nelson
Nelsonville Tel. Co.....	Nelsonville
New Berlin Line.....	Hale's Corners
Newburg Tel. Co.....	Newburg
Newcomb Valley Tel. Co.....	Arcadia
Newton & Manitowoc Tel. Co.....	Newton
New Haven & Dell Prairie Tel. Co.....	Kilbourn
New Lisbon Mutual Tel. Co.....	New Lisbon
New Union Tel. Co.....	Dodgeville
Northfield Farmers' Tel. Co.....	Northfield
North Star Tel. Co.....	Ellsworth
Northwestern Tel. Co.....	Excelsior
Northwestern Tel. Exchange.....	Minneapolis, Minn.
North Wisconsin Toll Line Co.....	Ashland
Oak Center & Ladoga Tel. Co.....	Oak Center
Oakfield Tel. Co.....	Oakfield
Ocean Wave Tel. Co.....	Cuba City
Oconto County Tel. Co.....	Sobleski
Onelda & Vilas County Tel. Co.....	Eagle River
Ontario & Wilton Tel. Co.....	Wilton
Oostburg Mutual Tel. Co.....	Oostburg
Oregon Tel. Co.....	Oregon
Orfordville Tel. Co.....	Orfordville
Osceola Farmers Mutual Tel. Co.....	Osceola
Osseo Tel. Co.....	Osseo
Oxford & New Haven Tel. Co.....	Endeavor
Pacific & Wyocena Co-operative Farmers' Tel. Co.	Wyocena
Pardeeville Tel. Co.....	Pardeeville
Paris Tel. Co.....	Potosi
Peoples' Tel. Co. of Dane County.....	McFarland
Peoples' Tel. Co.....	Wyocena
Peoples' Tel. Co.....	Lime Ridge
Peoples' Tel. Co.....	Mt. Hope
Peoples' Tel. Co.....	Superior
Pepin Tel. Co.....	Pepin
Perkins, A. J. & Son.....	Medford
Perry Mutual Tel. Co.....	Mt. Horeb
Perry & Hollendale Tel. Co.....	Moscow
Pewaukee-Sussex Tel. Co.....	Pewaukee
Pierce County Tel. Co.....	Ellsworth
Pine Bluff Tel. Co.....	Pine Bluff
Platteville & Cornelia Tel. Co.....	Platteville
Platteville, Rewey & Ellenboro Tel. Co.....	Platteville
Pleasant Valley Tel. Co.....	Male
Pleasant View Tel. Co.....	Belmont
Plymouth Tel. Exchange.....	Plymouth
Pompas Pillar Tel. Co.....	Highland
Portage Tel. Co.....	Portage
Portage & Kilbourn Tel. Co.....	Kilbourn
Port Washington Tel. Co.....	Port Washington
Port Wing Tel. Co.....	Port Wing
Potosi & Tennyson Tel. Co.....	Potosi
Poynette Tel. Co.....	Poynette
Prairie Farm, Ridgeland & Dallas Co-Operative Telephone Co.....	Dallas

<i>Name.</i>	<i>Location.</i>
Prairie Queen Tel. Co.....	Cambridge
Preston Farmers' Tel. Co.....	Blair
Price County Tel. Co.....	Phillips
Price, H. A.....	Markesan
Progress Tel. Co.....	Veedom
Prospect, Guthrie & Big Bend Tel. Co.....	Big Bend
Quarry Riverside Tel. Co.....	Quarry
Random Lake Tel. Co.....	Random Lake
Rankin Tel. Co.....	Rankin
Rapids & Western Tel. Co.....	Manitowoc
Rathburn Tel. Co.....	Plymouth
Reedsburg Tel. Co.....	Reedsburg
Reseberg Mutual Tel. Co.....	Withee
Rewey & Mineral Point Tel. Co.....	Mineral Point
Reynolds & Lambert Tel. Co.....	Delton
Rhineland Mutual Tel. Co.....	Rhineland
Rib Lake Tel. Co.....	Rib Lake
Rice Lake & Northeastern Tel. Co.....	Rice Lake
Richfield, Hubertus & Holy Hill Tel. Co.....	Hubertus
Richfield, Menomonee Falls & Holy Hill Tel. Co.....	Richfield
Richmond Tel. Co.....	Richmond
Richwood & Akan Tel. Co.....	Boaz
Richwood Farmers Tel. Co.....	Excelsior
Ridgeway, Jonesdale & Hollendale Tel. Co.....	Ridgeway
Ripon Tel. Co.....	Ripon
Ripon Rural Tel. Co.....	Ripon
Robbins, M. M.....	Suring
Rock County Tel. Co.....	Janesville
Rock River Tel. Co.....	Johnson Creek
Rock River Tel. Co.....	Waupun
Roehrig, H. F.....	Arpin
Rosendale, Eldorado, Rogersville and Ladoga Tel. Co.....	Rosendale
Rosenheimer, John.....	Schleisingsville
Ross, A. G.....	Spooner
Rudd & Rood Tel. Co.....	Reedsburg
Rural Tel. Co.....	Waupaca
Rush River Eau Galle Tel. Co.....	Baldwin
Rush River & Pleasant Valley Tel. Co.....	Hammond
St. Croix Mutual Tel. Co.....	Swiss
St. Croix Valley Tel. Exc. Co.....	St. Croix Falls
Scandinavia Tel. Co.....	Scandinavia
Sechlerville Farmers Tel. Co.....	Sechlerville
Seymour Tel. Co.....	Shullsburg
Shanghai Ridge Tel. Co.....	Wauzeka
Sharon Tel. Co.....	Sharon
Shaw Tel. Co.....	Eleva
Shell Lake Exc.....	Shell Lake
Shields Tel. Co.....	Germania
Shiocton Tel. Co.....	Shiocton
Showdy, J.....	Fairchild
Shullsburg & Wardaville Tel. Co.....	Shullsburg
Silver Creek Tel. Co.....	Manitowoc
Silverthorn Tel. Co.....	Shullsburg

<i>Name.</i>	<i>Location.</i>
Sims, W. R.....	Kingston
Sippel, Geo.....	Mt. Calvary
Smith-Coulee Tel. Co.....	La Crosse
Social Ridge Tel. Co.....	Highland
Somers Tel. Co.....	Somers
Springfield Farmers' Tel. Co.....	Taylor
Spring Green & Wyoming Tel. Co.....	Spring Green
Spooner Tel. Co.....	Chetek
Squaw Creek Lumber Co.....	Maplehurst
Stangleville Line	Stangleville
State Long Distance Tel. Co.....	Elkhorn
Stevens Point Mutual Tel. Co.....	Stevens Point
Stockbridge & Sherwood Tel. Co.....	Stockbridge
Stratford Tel. Co.....	Stratford
Strum Tel. Co.....	Strum
Sturgeon Bay & Gardner Tel. Co.....	Brussels
Sullivan Tel. Co.....	Sullivan
Sun Prairie Tel. Co.....	Sun Prairie
Superior Rural Tel. Co.....	South Range
Swindler Ridge Tel. Co.....	Benton
Tamarack Tel. Co.....	Arcadia
Telephone Toll Line Co.....	Pittsville
Tenny Tel. Co.....	Alma
Thauer, John.....	Richwood
The Home Tel. Co.....	Brighton
The Valley Co-operative Tel. Co.....	Arnott
Theresa Union Tel. Co.....	Theresa
Thorp Tel. Co.....	Thorp
Tinkham Bros.....	Fairwater
Tomah Electric & Tel. Co.....	Tomah
Tourun Tel. Co.....	Stevens Point
Town Line Farmers Ind. Tel. Ass'n.....	Shawano
Tri-State Tel. & Teleg. Co.....	St. Paul, Minn.
Troy & Honey Creek Tel. Co.....	Sauk City
Two Rivers Tel. Co.....	Two rivers
Union Tel. Co.....	Almond
Union Tel. Co.....	Ormsby
Union Tel. Co.....	Prairie du Chien
Union Grove Tel. Co.....	Union Grove
United Tel. Co.....	Monroe
Unity & Western Tel. Co.....	Unity
Utica Tel. Co.....	Pickets
Utica Farmers' Tel. Co.....	Gays Mill
Utter, Delbert.....	Caldwell
Valley Tel. Co.....	Plover
Van Doren, J. A.....	Birnamwood
Vernon County Tel. Co.....	Retreat
Viroqua Tel. Co.....	Viroqua
Waldrich, Jonesdale & Hollandale Tel. Co.....	Jonesdale
Walworth County Tel. Co.....	Delavan
Walworth Tel. Exc. Co.....	Walworth
Ward's Hill Tel. Co.....	Shullsburg
Warren Land Co. Tel. Co.....	Warren

<i>Name.</i>	<i>Location.</i>
Washburn Co. Tel. Co.....	Spooner
Washington County Tel. Co.....	Schleisingserville
Watertown Tel. Co.....	Watertown
Waunakee Tel. Co.....	Waunakee
Waupaca Citizens' Tel. Co.....	Waupaca
Wausau Tel. Co.....	Wausau
Wausaukee Tel. Co.....	Wausaukee
Wausara Tel. Co.....	Berlin
Werley Tel. Co.....	Mt. Ida
West Bend & Trenton Tel. Co.....	West Bend
Westby Tel. Co.....	Westby
West Clarno Tel. Co.....	Clarno
Western Crawford County Tel. Co.....	Eastman
Western Line Tel. Co.....	Cuba City
Western Telephone Co.....	Georgetown
Western Wisconsin Tel. Co.....	Arcadia
Westfield Farmers' Tel. Co.....	Westfield
Westford Tel. Co.....	Cazenovia
West Greenbush Tel. Co.....	Greenbush
West Oakland Tel. Co.....	Rockdale
West Spring Green Tel. Co.....	Spring Green
West Warden Tel. Co.....	Stanley
West Wisconsin Tel. Co.....	Glenwood
Weyerhauser & Island Lake Tel. Co.....	Weyerhauser
White Oak Tel. Co.....	Shullsburg
White School House Line Tel. Co.....	Cuba City
Wilcox Valley Tel. Co.....	Chippewa Falls
Wilkenson, J. A.	Hales Corners
Wind Lake Tel. Co.....	Wind Lake
Winnebago County Tel. Co.....	Oshkosh
Wisconsin Home Tel. Co.....	Wonewoc
Wisconsin Tel. Co.....	Milwaukee
Winona Tel. Co.....	Winona, Minn.
Wittenberg Tel. Co.....	Wittenberg
Withee & Maplehurst Tel. Co.....	Maplehurst
Wonewoc Tel. Co.....	Wonewoc
Wood, Dr. F. G.....	Westfield
Wood County Tel. Co.....	Grand Rapids
Woodhull Tel. Co.....	Fond du Lac
Yellow River Tel. Co.....	Boyd
York Center Tel. Co.....	Loyal

PART VI.

The Railroad Rate Commission Law as Amended.

Chapter 362 of the laws of 1905, as amended by chapter 13 and chapter 17 of the laws of the special session of 1905 and by chapter 582 of the laws of 1907.

(Amendments passed at the special session in brackets; amendments passed at the session of 1907 in italics.)

AN ACT to regulate railroads and other common carriers in this state, create a board of railroad commissioners, fix their salaries, define their duties, prevent the imposition of unreasonable rates, prevent unjust discriminations, insure an adequate railway service, prescribe the mode of procedure and the rules of evidence in relation thereto, prescribe penalties for violations, and making an appropriation therefor.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

Commission, how created; qualifications, etc. SECTION 1. A railroad commission is hereby created to be composed of three commissioners. Immediately after the passage of this act the governor shall, by and with the advice and consent of the senate, appoint such commissioners, but no commissioner so appointed shall be qualified to act until so confirmed. The term of one such appointee shall terminate on the first Monday in February, 1909; the term of the second such appointee shall terminate on the first Monday in February, 1911; and the term of the third such appointee shall terminate on the first Monday in February, 1913. In January, 1909, and biennially thereafter, there shall be appointed and confirmed, in the same manner, one commissioner for the term of six

years from the first Monday in February of such year. Each commissioner so appointed shall hold his office until his successor is appointed and qualified. Any vacancy shall be filled by appointment by the governor for the unexpired term, subject to confirmation by the senate, but any such appointment shall be in full force until acted upon by the senate.

a. The said commissioners shall have the following qualifications: One shall have a general knowledge of railroad law; each of the others shall have a general understanding of matters relating to railroad transportation.

b. The governor may at any time remove any commissioner for inefficiency, neglect of duty or malfeasance in office. Before such removal he shall give such commissioner a copy of the charges against him and shall fix a time when he can be heard in his own defense, which shall not be less than ten days thereafter, and said hearing shall be open to the public. If he shall be removed the governor shall file in the office of the secretary of state a complete statement of all charges made against such commissioner and his findings thereon with the record of the proceedings.

c. No person so appointed shall be pecuniarily interested in any railroad in this state or elsewhere, and if any such commissioner shall voluntarily become so interested, his office shall ipso facto become vacant; and if he shall become so interested otherwise than voluntarily he shall within a reasonable time divest himself of such interest; failing so to do, his office shall become vacant.

d. No commissioner, nor the secretary, shall hold any other office or position of profit, or pursue any other business or vocation, or serve on or under any committee of any political party, but shall devote his entire time to the duties of his office.

e. Before entering upon the duties of his office, each of said commissioners shall take and subscribe the constitutional oath of office, and shall in addition thereto swear (or affirm) that he is not pecuniarily interested in any railroad in this state or elsewhere, and that he holds no other office of profit, nor any position under any political committee or party; which oath or affirmation shall be filed in the office of the secretary of state.

f. Each of said commissioners shall receive an annual salary of five thousand dollars, payable in the same manner as salaries of other state officers are paid.

g. The commissioners appointed under this act shall within twenty days after their appointment and confirmation meet

at the state capitol and organize by electing one of their number chairman, who shall serve until the second Monday of February, 1907. On the second Monday of February in each odd numbered year the commissioners shall meet at the office of the commission and elect a chairman, who shall serve for two years and until his successor is elected. A majority of said commissioners shall constitute a quorum to transact business, and any vacancy shall not impair the right of the remaining commissioners to exercise all the powers of the commission.

h. Said commission may appoint a secretary at a salary of not more than twenty-five hundred dollars per annum, and may appoint * * * and employ a sufficient number of clerks and stenographers to perform the clerical work of the office and may employ such experts and temporary employees as may be necessary to perform any service it may require of them and shall fix the compensation of such clerks, stenographers, experts and temporary employees. The experts employed under this section shall be exempt from the operation of chapter 363, laws of Wisconsin for the year 1905, and amendatory acts.

i. The secretary shall take and subscribe to an oath similar to that of the commissioners, and shall keep full and correct records of all transactions and proceedings of the commission, and shall perform such other duties as may be required by the commission. Any person ineligible to the office of commissioner shall be ineligible to the office of secretary.

j. The commissioners shall be known collectively as "Railroad Commission of Wisconsin," and in that name may sue and be sued. It shall have a seal with the words "Railroad Commission of Wisconsin," and such other design as the commission may prescribe engraved thereon, by which it shall authenticate its proceedings and of which the courts shall take judicial notice.

k. The commission shall keep its office at the capitol, and shall be provided by the superintendent of public property with suitable room or rooms, necessary office furniture, supplies, stationery, books, periodicals, maps, and all necessary expenses shall be audited and paid as other state expenses are audited and paid. The commission may hold sessions at any place other than the capitol when the convenience of the parties so requires. The commissioners, secretary and clerks, and such experts as may be employed shall be entitled to receive from the state their actual necessary expenses while traveling on the business of the commission. Such expendi-

tures to be sworn to by the person who incurred the expense and approved by the chairman of the commission.

l. The commission shall have power to adopt and publish rules to govern its proceedings and to regulate the mode and manner of all investigations and hearings of railroads and other parties before it, and all hearings shall be open to the public.

m. The commission may confer by correspondence, or by attending conventions, or otherwise, with the railroad commissioners of other states, and with the interstate commerce commission, on any matters relating to railroads.

The term "railroad" defined. SECTION 2. The term "railroad" as used herein shall mean and embrace all corporations, companies, individuals, associations of individuals, their lessees, trustees or receivers (appointed by any court whatsoever) that now, or may hereafter, own, operate, manage or control any railroad or part of a railroad as a common carrier in this state, or cars, or other equipment used thereon, or bridges, terminals or side tracks, used in connection therewith, whether owned by such railroad or otherwise, *and also all street and interurban railway companies.*

a. The term "railroad" whenever used herein shall also mean and embrace express companies *and telegraph companies*, and all duties required of and penalties imposed upon any railroad or any officer or agent thereof, shall, in so far as the same are applicable, be required of and imposed upon express companies *and telegraph companies* and their officers and agents, and the commission shall have the power of supervision and control of express companies *and telegraph companies* to the same extent as railroads.

b. The provisions of this act shall apply to the *receiving, transmitting and delivering of messages by telegraph, and to all charges connected therewith, and to the transportation of passengers and property between points within this state, and to the receiving, switching, delivering, storing and handling of such property, and to all charges connected therewith, and shall apply to all railroad corporations, express companies, telegraph companies, car companies, sleeping car companies, freight and freight line companies, and to all associations of persons, whether incorporated or otherwise, that shall do business as common carriers upon or over any line of railroad within this state, and to any common carrier engaged in the transportation of passenger or property wholly by rail or partly by rail and partly by water.*

c. This act shall not apply to * * * logging or other private railroads not doing business as common carriers.

Service, rates, etc. SECTION 3. Every railroad is hereby required to furnish reasonably adequate service and facilities, and the charges made for any service rendered or to be rendered in the transportation of passengers or property or for any service in connection therewith, or for the receiving, switching, delivering, storing or handling of such property, shall be reasonable and just, and every unjust and unreasonable charge for such service is prohibited and declared to be unlawful.

Schedules. SECTION 4. Every railroad shall print in plain type and file with the commission within a time to be fixed by the commission, schedules which shall be open to public inspection, showing all rates, fares and charges for the transportation of passengers and property, and any service in connection therewith, which it has established and which are in force at the time between all points in this state upon its line, or any line controlled or operated by it, and the rates, fares and charges shown on such schedules which are to take effect prior to January 1, 1906, shall not exceed the rates, fares and charges shown on the schedules filed under the provisions of section 35 of this act. The schedules printed as aforesaid shall plainly state the places upon its line or any line controlled or operated by it in this state between which passengers and property will be carried, and there shall be filed therewith the classification of freight in force. Every railroad shall publish with and as a part of such schedules all rules and regulations that in any manner affect the rates charged or to be charged for the transportation of passengers or property, also its charges for delay in loading or unloading cars, for track and car service or rental and for demurrage, switching, terminal or transfer service, or for rendering any other service in connection with the transportation of persons or property. Two copies of said schedules for the use of the public shall be filed and kept on file in every depot, station and office of such railroad where passengers or freight are received for transportation in such form and place as to be accessible to the public and can be conveniently inspected. When passengers or property are transported over connecting lines in this state operated by more than one railroad, and the several railroads operating such lines establish joint rates, fares and

charges, a schedule of joint rates shall also in like manner be printed and filed with the commission and in every depot, station and office of such railroads where such passengers or property are received for transportation.

a. No change shall thereafter be made in any schedule, including schedule of joint rates, or in any classification, except upon ten days' notice to the commission, and all such changes shall be plainly indicated upon existing schedules, or by filing new schedules in lieu thereof ten days prior to the time the same are to take effect; provided, that the commission, upon application of any railroad, may prescribe a less time within which a reduction may be made. Copies of all new schedules shall be filed as hereinbefore provided in every depot, station and office of such railroad, ten days prior to the time the same are to take effect unless the commission shall prescribe a less time.

b. Whenever a change is made in any existing schedule, including schedule of joint rates, a notice shall be posted by the railroad in a conspicuous place in every depot, station and office, stating that changes have been made in the schedules on file, specifying the class or commodity affected and the date when the same will take effect.

c. It shall be unlawful for any railroad to charge, demand, collect or receive a greater or less compensation for the transportation of passengers or property or for any service in connection therewith than is specified in such printed schedules, including schedules of joint rates, as may at the time be in force, and the rates, fares and charges named therein shall be the lawful rates, fares and charges until the same are changed as herein provided.

d. The commission may prescribe such changes in the form in which the schedules are issued by the railroad as may be found expedient.

Joint rates. SECTION 5. Whenever passengers or property are transported over two or more connecting lines of railroad between points in this state, and the railroad companies have made joint rates for the transportation of the same, such rates and all charges in connection therewith shall be just and reasonable, and every unjust and unreasonable charge is prohibited and declared to be unlawful; provided, that a less charge by each of said railroads for its proportion of such joint rates than is made locally between the same points on their respective lines shall not for that reason be construed as a

violation of the provisions of this act, nor render such railroads liable to any of the penalties hereof.

Commodity rates. SECTION 6. Nothing in this act shall be construed to prevent concentration, commodity, transit and other special contract rates, but all such rates shall be open to all shippers for a like kind of traffic under similar circumstances and conditions, and shall be subject to the provisions of this act as to the printing and filing of the same: Provided, all such rates shall be under the supervision and regulation of the commission.

Classification. SECTION 7. There shall be but one classification of freight in the state which shall be uniform on all railroads.

Reduced rates and free transportation. SECTION 8. Nothing herein shall prevent the carriage, storage, or handling of freight free or at reduced rates for the United States, the state, or any municipality thereof, or for charitable purposes, or to and from fairs and expositions for exhibition thereat, or household goods the property of railway employes [or commodities shipped by employes for their own exclusive use or consumption;] or the issuance of mileage, commutation, or excursion passengers' tickets, provided the same shall be obtainable by any person applying therefor, without discrimination, or of party tickets, provided the same shall be obtainable by all persons applying therefor under like circumstances and conditions; [or the sale of such tickets as were usually and customarily sold at reduced rates prior to June 15, 1905, provided the same are sold without discrimination to all persons applying therefor under like circumstances and conditions.] This act shall not be construed as preventing railroads from giving free transportation or reduced rates therefor to any minister of the gospel, officers or agents of incorporated colleges, [inmates of soldiers' homes,] regular agents of charitable societies when traveling upon the business of the society only, destitute and homeless persons, railroad officer, attorney, director, employe, or members of their families, [or to former railroad employes or members of their families where such employes have become disabled in the railway service, or are unable from physical disqualification to continue in the service, or to members of families of deceased railroad employes;] or to prevent the exchange of passes with officers, attorneys or employes of

other railroads and members of their families; provided that no person holding any public office or position under the laws of this state shall be given free transportation or reduced rates not open to the public. Upon any shipment of live stock or other property of such nature as to require the care of an attendant, the railroad may furnish to the shipper or some person or persons designated by him, free transportation for such attendant, including return passage to the point at which the shipment originated; provided, there shall be no discrimination in reference thereto between such shippers, and the commission shall have power to prescribe regulations in relation thereto. [Except as provided in this section no free transportation for intrastate traffic shall be given to any person by any railroad.]

Depots. SECTION 9. It shall be the duty of every railroad to provide and maintain adequate depots and depot buildings at its regular stations for the accommodation of passengers, and said depot buildings shall be kept clean, well lighted and warmed, for the comfort and accommodation of the traveling public. All railroads shall keep and maintain adequate and suitable freight depots, buildings, switches and side tracks for the receiving, handling and delivering of freight transported or to be transported by such railroads; provided, that this shall not be construed as repealing any existing law on the subject.

Distribution of cars. SECTION 10. Every railroad shall, when within its power so to do and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor for the transportation of any and all kinds of freight in car load lots *and shall use reasonable diligence in moving freight and making delivery thereof.*

a. In case of insufficiency of cars at any time to meet all requirements, such cars as are available shall be distributed among the several applicants therefor in proportion to their respective immediate requirements without discrimination between shippers or competitive or non-competitive places; provided, preference may be given to shipments of live stock and perishable property.

b. *Every railroad shall correctly weigh all freight shipped on actual weight, and shall also correctly weigh all empty cars when freight is shipped in car load lots.*

c. The commission shall have power to *make and enforce* reasonable regulations for furnishing cars to shippers and for mov-

ing and switching the same, and for the loading and unloading thereof, and the weighing of cars and freight offered for shipment over any line of railroad, and to test the weights made by any railroad and scales used in weighing freight or cars.

Interchange of traffic. SECTION 11. All railroads shall afford all reasonable and proper facilities for the interchange of traffic between their respective lines for forwarding and delivering passengers and property, and shall transfer, [switch for a reasonable compensation,] and deliver without unreasonable delay or discrimination any freight or cars, loaded or empty, [destined to any point on its tracks or any connecting lines;] provided, that precedence over other freight shall be given to live stock and perishable freight.

a. The commission shall have control over private tracks in so far as the same are used by common carriers, in connection with any railroad for the transportation of freight, in all respects the same as though such tracks were a part of the track of said railroad.

Complaints and investigations. SECTION 12. Upon complaint of any person, firm, corporation or association, or of any mercantile, agricultural or manufacturing society, or of any body politic or municipal organization, that any of the rates, fares, charges or classifications, or any joint rate or rates are in any respect unreasonable or unjustly discriminatory, or that any regulation or practice whatsoever affecting the transportation of persons or property, or any service in connection therewith, are in any respect unreasonable or unjustly discriminatory, or that any service is inadequate, the commission may notify the railroad complained of that complaint has been made, and ten days after such notice has been given the commission may proceed to investigate the same as hereinafter provided. Before proceeding to make such investigation the commission shall give the railroad and the complainant ten days' notice of the time and place when and where such matters will be considered and determined, and said parties shall be entitled to be heard and shall have process to enforce the attendance of witnesses. If upon such investigation the rate or rates, fares, charges or classifications, or any joint rate or rates, or any regulation, practice or service complained of shall be found to be unreasonable or unjustly discriminatory, or the service shall be found to be inadequate, the commission shall have power to fix and order substituted therefor

such rate or rates, fares, charges or classification as it shall have determined to be just and reasonable and which shall be charged, imposed and followed in the future, and shall also have power to make such orders respecting such regulation, practice or service as it shall have determined to be reasonable and which shall be observed and followed in the future.

a. The commission may, when complaint is made of more than one rate or charge, order separate hearings thereon, and may consider and determine the several matters complained of separately, and at such times as it may prescribe. No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

b. Whenever the commission shall believe that any rate or charge may be unreasonable or unjustly discriminatory, or [that any service is inadequate,] and that an investigation relating thereto should be made, it may on its own motion investigate the same. [If after making such investigation the commission becomes satisfied that sufficient grounds exist to warrant a hearing being ordered to determine whether the rate so investigated is unreasonable or unjustly discriminatory, or whether the service investigated is inadequate, it shall furnish the railroad or railroads interested a statement setting forth the rate or service investigated, which said statement shall be accompanied by a notice fixing a time and place for a hearing on such rate or service, as the case may be. Notice may likewise be given to other parties in interest, and shall be given at least ten days in advance of any hearing, and thereafter proceedings shall be had and conducted in reference to the matter investigated in like manner as though complaint was filed with the commissinn relative to the matter investigated, pursuant to the provisions of section 12 of chapter 362 of the laws of 1905, and the same order or orders may be made in reference] thereto as if such investigation had been made on complaint.

c. This section shall be construed to permit any railroad to make complaint with like effect as though made by any person, firm, corporation or association, mercantile, agricultural or manufacturing society, body politic or municipal organization.

[d. Whenever a complaint is lodged with the railroad commission by the common council of any city, the village board of any village, a member of a town board, or an overseer of highways, or by five or more freeholders and taxpayers in any town to the effect that a public highway and a railroad cross one another in such city, village or town at the same level, and

that such grade crossing is unsafe and dangerous to travelers over such highway or railroad, it shall be the duty of said commission to give notice to the railroad company in interest of the filing of such complaint, and to furnish a copy of the same to the railroad company, and to order a hearing thereon in the manner provided for hearings in section 12 of chapter 362 of the laws of 1905. If upon such hearing it shall appear to the satisfaction of the commission that the crossing complained of is unsafe and dangerous to human life, said commission may order and direct the railway company to erect gates at said crossing and place an agent in charge to open and close the same when an engine or train passes, or that a flagman be stationed at such crossing who shall display a flag when an engine or train is about to pass, or that such crossing shall be provided with an electric signal, or other suitable device, as the commission determines the better security of human life and the public travel requires; and such railroad company shall comply with the terms of such order.】

Witnesses, depositions, etc. SECTION 13. Each of the commissioners, for the purposes mentioned in this act, shall have power to administer oaths, certify to official acts, issue subpoenas, compel the attendance of witnesses, and the production of papers, way-bills, books, accounts, documents and testimony. In case of disobedience on the part of any person or persons to comply with any order of the commission or any commissioner or any subpoena, or on the refusal of any witness to testify to any matter regarding which he may be lawfully interrogated, it shall be the duty of the circuit court of any county, or the judge thereof, on application of a commissioner, to compel obedience by attachment proceedings for contempt, as in the case of disobedience of the requirements of a subpoena issued from such court, or a refusal to testify therein.

a. Each witness who shall appear before the commission by its order shall receive for his attendance the fees and mileage now provided for witnesses in civil cases in courts of record, which shall be audited and paid by the state in the same manner as other expenses are audited and paid, upon the presentation of proper vouchers sworn to by such witnesses and approved by the chairman of the commission: provided, that no witness subpoenaed at the instance of parties other than the commission shall be entitled to compensation from the state

for attendance or travel unless the commission shall certify that his testimony was material to the matter investigated.

b. The commission or any party may in any investigation cause the depositions of witnesses residing within or without the state to be taken in the manner prescribed by law for like depositions in civil actions in circuit courts.

c. A full and complete record shall be kept of all proceedings had before the commission on any investigation had under section 12 of this act, and all testimony shall be taken down by the stenographer appointed by the commission. Whenever any complaint is served upon the commission under the provisions of section 16 of this act the commission shall, before said action is reached for trial, cause a certified transcript of all proceedings had and testimony taken upon such investigation to be filed with the clerk of the circuit court of the county where the action is pending. A transcribed copy of the evidence and proceedings, or any specific part thereof, on any investigation, taken by the stenographer appointed by the commission, being certified by such stenographer to be a true and correct transcript in long hand of all the testimony on the investigation, or of a particular witness, or of other specific part thereof, carefully compared by him with his original notes, and to be a correct statement of the evidence and proceedings had on such investigation so purporting to be taken and transcribed, shall be received in evidence with the same effect as if such reporter were present and testified to the facts so certified. A copy of such transcript shall be furnished on demand, free of cost, to any party to such investigation.

Substitution and enforcement of rates. SECTION 14.

Whenever upon an investigation made under the provisions of this act, the commission shall find any existing rate or rates, fares, charges or classifications, or any joint rate or rates, or any regulation or practice whatsoever affecting the transportation of persons or property, or any service in connection therewith, are unreasonable or unjustly discriminatory, or any service is inadequate it shall determine and by order fix a reasonable rate, fare, charge, classification or joint rate to be imposed, observed and followed in the future in lieu of that found to be unreasonable or unjustly discriminatory, and it shall determine and by order fix a reasonable regulation, practice or service to be imposed, observed and followed in the future, in lieu of that found to be unreasonable or unjustly discriminatory, or inadequate, as the case may be, and it shall

cause a certified copy of each such order to be delivered to an officer or station agent of the railroad affected thereby, which order shall of its own force take effect and become operative twenty days after the service thereof.

a. *Where the order made relates to service, and the same can not, in the judgment of the commission, be complied with within twenty days the commission may prescribe such additional time as in its judgment is reasonably necessary to comply with the order and may on application and for good cause shown extend the time for compliance fixed in its order.*

b. All railroads to which the order applies shall make such changes in their schedule on file as may be necessary to make the same conform to said order, and no change shall thereafter be made by any railroad in any such rates, fares or charges, or in any joint rate or rates without the approval of the commission.

c. Certified copies of all other orders of the commission shall be delivered to the railroads affected thereby in like manner, and the same shall take effect within such time thereafter as the commission shall prescribe.

* * * d. The commission may at any time, upon a notice to the railroad, and after opportunity to be heard as provided in section 12, rescind, alter or amend any order fixing any rate or rates, fares, charges, or classification, or any other order made by the commission, and certified copies of the same shall be served and take effect as herein provided for original orders.

* * * e. Whenever the rate ordered substituted by the commission shall be a joint rate or charge, and the railroads party thereto shall fail to agree upon the apportionment thereof within twenty days after the service of such order, the commission may, after a like hearing, issue a supplemental order declaring the apportionment of such joint rate or charge and the same shall take effect of its own force as a part of the original order.

* * * f. Whenever the railroads shall refuse or neglect to establish a joint rate or rates for the transportation of persons or property, the commission may, upon notice to the railroads and after opportunity to be heard as in section 12 of this act provided, fix and establish such joint rate or rates and if the railroads party thereto shall fail to agree upon the apportionment thereof within twenty days after service of such order, the commission may, upon a like hearing, issue a supplemental order declaring the apportionment of such joint rate or rates

and the same shall take effect of its own force as part of the original order.

Orders reasonable. SECTION 15. All rates, fares, charges, classifications and joint rates fixed by the commission shall be in force and shall be *prima facie* lawful, and all regulations, practices and service prescribed by the commission shall be in force and shall be *prima facie* reasonable, until finally found otherwise in an action brought for that purpose pursuant to the provisions of section 16 of this act.

Complaints and actions against substituted rates. SECTION 16. Any railroad or other party in interest being dissatisfied with any order of the commission fixing any rate or rates, fares, charges, classifications, joint rate or rates, or any order fixing any regulations, practices or service, may commence an action in the circuit court against the commission as defendant to vacate and set aside any such order on the ground that the rate or rates, fares, charges, classifications, joint rate or rates, fixed in such order, is unlawful, or that any such regulation, practice or service, fixed in such order, is unreasonable, in which action the complaint shall be served with the summons. The commission shall serve and file its answer to said complaint within ten days after the service thereof, whereupon said action shall be at issue and stand ready for trial upon ten days' notice by either party. All actions brought under this section shall have precedence over any civil cause of a different nature pending in said court, and the circuit court shall always be deemed open for the trial thereof and the same shall be tried and determined as other civil actions.

a. No injunction shall issue suspending or staying any order of the commission except upon application to the circuit court or presiding judge thereof, notice to the commission, and hearing.

b. If, upon the trial of such action, evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission, or additional thereto, the court before proceeding to render judgment, unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission, and shall stay further proceedings in said action for fifteen days from the date of such transmission. Upon the receipt of such evidence the commission shall consider the same, and may alter, modify, amend or rescind its order relat-

ing to such rate or rates, fares, charges, classification, joint rate or rates, regulation, practice or service complained of in said action, and shall report its action thereon to said court within ten days from the receipt of such evidence.

c. If the commission shall rescind its order complained of, the action shall be dismissed; if it shall alter, modify or amend the same, such altered, modified or amended order shall take the place of the original order complained of, and judgment shall be rendered thereon, as though made by the commission in the first instance. If the original order shall not be rescinded or changed by the commission, judgment shall be rendered upon such original order.

d. Either party to said action, within sixty days after service of a copy of the order or judgment of the circuit court, may appeal to the supreme court. Where an appeal is taken the cause shall, on the return of the papers to the supreme court, be immediately placed on the state calendar of the then pending term, and shall be signed and brought to a hearing in the same manner as other causes on the state calendar.

e. In all trials under this section the burden of proof shall be upon the plaintiff to show by clear and satisfactory evidence that the order of the commission complained of is unlawful, or unreasonable, as the case may be, *and all actions brought under the provisions of the foregoing section shall be commenced in the circuit court for Dane county.*

Rules of evidence and practice. SECTION 17. In all actions and proceedings in court arising under this act all processes shall be served, and the practice and rules of evidence shall be the same as in civil actions, except as otherwise herein provided. Every sheriff or other officer empowered to execute civil processes shall execute any process issued under the provisions of this act, and shall receive such compensation therefor as may be prescribed by law for similar services.

a. No person shall be excused from testifying or from producing books and papers in any proceedings based upon or growing out of any violation of the provisions of this act on the ground or for the reason that the testimony or evidence, documentary or otherwise, required of him may tend to incriminate him or subject him to penalty or forfeiture, but no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for, or on account of, any transaction, matter or thing concerning which he may have testified or produced any documentary evidence; provided, that no person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

b. Upon application of any person the commission shall furnish certified copies, under the seal of the commission, of any order made by it, which shall be prima facie evidence of the facts stated therein *and all actions brought under the provisions of the foregoing section shall be commenced in the circuit court for Dane county.*

Inquiry, etc., by commission. SECTION 18. The commission shall have authority to inquire into the management of the business of all railroads, and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from any railroad all necessary information to enable the commission to perform the duties and carry out the objects for which it was created.

a. The commission shall cause to be prepared suitable blanks for the purposes designated in this act, which shall conform as nearly as practicable to the forms prescribed by the interstate commerce commission, and shall, when necessary, furnish such blanks to each railroad. Any railroad receiving from the commission any such blanks, shall cause the same to be properly filled out so as to answer fully and correctly each question therein propounded, and in case it is unable to answer any question it shall give a good and sufficient reason for such failure; and said answer shall be verified under oath by the proper officer of said railroad and returned to the commission at its office within the time fixed by the commission.

b. The commission or any commissioner, or any person or persons employed by the commission for that purpose, shall, upon demand, have the right to inspect the books and papers of any railroad and to examine under oath any officer, agent or employe of such railroad in relation to its business and affairs; provided, that any person other than one of said commissioners who shall make such demand shall produce his authority to make such inspection under the hand of the commissioner, or of the secretary, and under the seal of said commission.

c. The commission may require, by order or subpoena, to be served on any railroad, in the same manner that a summons is served in a civil action in the circuit court, the production within this state, at such time and place as it may designate, of any books, papers or accounts kept by said railroad in any office or place without the state of Wisconsin, or verified copies in lieu thereof, if the commission shall so order, in order that an examination thereof may be made by the commission or

under its direction. Any railroad failing or refusing to comply with any such order or subpoena shall, for each day it shall so fail or refuse, forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than one thousand dollars.

[d. The railroad commission may in its discretion prescribe a uniform system of rendering accounts of business transacted in Wisconsin by all railroads within the meaning of section 2 (including subdivisions a and b) of chapter 362, laws of 1905. Said commission may also prescribe the manner in which such accounts shall be kept, and the time within which such railroad shall adopt such system; provided that all forms of accounts which may be prescribed by the commission shall conform as nearly as practicable to similar forms prescribed by federal authority. Any railroad within the meaning of section 2 (including subdivisions a and b) of chapter 362 of the laws of 1905 failing to comply with the provisions of this act shall be liable to the penalty provided for in section 27 of chapter 362 of the laws of 1905.]

e. *Every corporation, foreign or domestic, authorized to transact business in Wisconsin, shall, on request of the railroad commission, furnish a complete list of its stockholders and a statement of the amount of stock held in the corporation by each such stockholder, duly verified by the president or secretary of such corporation. Any corporation refusing or neglecting to furnish such list of stockholders for a period of twenty days after request therefor is made in writing shall be liable to the penalties provided for in section 27 of chapter 362, laws of 1905.*

Contracts, etc., filed. SECTION 19. Every railroad whenever required by the commission shall, within a time to be fixed by the commission, deliver to the commission for its use copies of all contracts which relate to the transportation of persons or property, or any service in connection therewith, made or entered into by it with any other railroad company, car company, equipment company, express or other transportation company, or any shipper or shippers, or other person or persons doing business with it.

a. Every railroad shall, on the first Monday in February in each year, and oftener if required by the commission, file with the commission a verified list of all railroad tickets, passes, and mileage books issued free or for other than actual bona fide money consideration at full established rates during the pre-

ceding year, together with the names of the recipients thereof, the amounts received therefor and the reasons for issuing the same. This provision shall not apply to the sale of tickets at reduced rates open to the public nor to tickets, passes or mileage books issued to persons not residents of this state, *
* * *and the railroad commission, in its discretion, may exempt any carrier from furnishing a statement of trip passes issued to persons regularly and exclusively in its employ, but such carrier shall preserve a record of all such passes which shall be open to the inspection of the railroad commission for a period of two years after the issuance thereof.*

Amounts expended in construction. SECTION 20. The commission shall ascertain, as nearly as practicable, the amount of money expended in the construction and equipment of every railroad, the amount of money expended to procure the right of way, also the amount of money it would require to secure the right of way, reconstruct the roadbed, track, depots and other facilities for transportation, and to replace all the physical properties belonging to the railroad. It shall ascertain the outstanding bonds, debentures and indebtedness and the amounts respectively thereof, the date when issued, to whom issued, to whom sold, the price paid in cash, property or labor therefor, what disposition was made of the proceeds, by whom the indebtedness is held, so far as ascertainable, the amount purporting to be due thereon, the floating indebtedness of the railroad, the credits due the railroad, other property on hand belonging to it, the judicial or other sales of said road, its property or franchises, and the amounts purporting to have been paid and in what manner paid therefor. The commission shall also ascertain the gross and net income of the railroad from all sources in detail; the amounts paid for salaries to the officers of the road, and the wages paid to its employes and the maximum hours of continuous service required of each class. Whenever the information required by this section is obtained, it shall be printed in the annual report of the commission. In making such investigation the commission may avail itself of any information in possession of the state board of assessment.

Interstate Rates. SECTION 21. The commission shall have power, and it is hereby made its duty, to investigate all freight rates on interstate traffic on railroads in this state, and when the same are, in the opinion of the commission, excessive or discriminatory or are levied or laid in violation

of the interstate commerce law, or in conflict with the rulings, orders or regulations of the interstate commerce commission, the commission shall present the facts to the railroad, with a request to make such changes as the commission may advise, and if such changes are not made within a reasonable time the commission shall apply by petition to the interstate commerce commission for relief. All freight tariffs issued by any such railroad relating to interstate traffic in this state shall be filed in the office of the commission within thirty days after the passage and publication of this act, and all such tariffs thereafter issued shall be filed with the commission when issued.

Discrimination prohibited. SECTION 22. If any railroad, or any agent or officer thereof, shall directly or indirectly, by any special rate, rebate, drawback, or by means of false billing, false classification, false weighing or by any other device whatsoever, charge, demand, collect or receive from any person, firm or corporation a greater or less compensation for any service rendered or to be rendered by it for the transportation of persons or property or for any service in connection therewith, than that prescribed in the published tariffs then in force, or established as provided herein, or than it charges, demands, collects or receives from any other person, firm or corporation for a like and contemporaneous service, such railroad shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared to be unlawful, and upon conviction thereof shall forfeit and pay into the state treasury not less than one hundred dollars nor more than ten thousand dollars for each offense; and any agent or officer so offending shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one hundred dollars for each offense.

a. It shall be unlawful for any railroad to demand, charge, collect or receive from any person, firm or corporation a less compensation for the transportation of property or for any service rendered or to be rendered by said railroad, in consideration of said person, firm or corporation furnishing any part of the facilities incident thereto; provided, nothing herein shall be construed as prohibiting any railroad from renting any facilities incident to transportation and paying a reasonable rental therefor.

Preference prohibited. SECTION 23. If any railroad shall make or give any undue or unreasonable preference or advantage to any particular person, firm or corporation, or shall subject any particular person, firm or corporation to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, such railroad shall be deemed guilty of unjust discrimination, which is hereby prohibited and declared unlawful.

Unlawful to accept rebates. SECTION 24. It shall be unlawful for any person, firm or corporation knowingly to accept or receive any rebate, concession or discrimination in respect to transportation of any property wholly within this state, or for any service in connection therewith, whereby any such property shall, by any device whatsoever, be transported at a less rate than that named in the published tariffs in force as provided herein, or whereby any service or advantage is received other than is hereby specified. Any person, firm or corporation violating the provisions of this section shall be deemed guilty of a misdemeanor, and on conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Treble damages. SECTION 25. If any railroad shall do or cause to be done or permit to be done any matter, act or thing in this act prohibited or declared to be unlawful, or shall omit to do any act, matter or thing required to be done by it, such railroad shall be liable to the person, firm or corporation injured thereby in treble the amount of damages sustained in consequence of such violation; provided, that any recovery as in this section provided shall in no manner affect a recovery by the state of the penalty prescribed for such violation.

Penalty for violations by officers, agents or employees. SECTION 26. Any officer, agent or employe of any railroad who shall fail or wilfully refuse to fill out and return any blanks as required by this act, or shall fail or refuse to answer any questions therein propounded, or shall knowingly or wilfully give a false answer to any such question, or shall evade the answer to any such question, where the fact inquired of is within his knowledge, or who shall, upon proper demand, fail or wilfully refuse to exhibit to the commission or any commissioner, or any person authorized to examine the same, any book, paper or account of such railroad, which is in his possession or under his control, shall be deemed guilty of a mis-

demeanor, and upon conviction thereof shall be punished by a fine of not less than one hundred dollars nor more than one thousand dollars for each such offense; and a penalty of not less than five hundred dollars nor more than one thousand dollars shall be recovered from the railroad for each such offense when such officer, agent or employe acted in obedience to the direction, instruction or request of such railroad or any general officer thereof.

General penalty for violations by railroads. SECTION 27. If any railroad shall violate any provision of this act, or shall do any act herein prohibited, or shall fail or refuse to perform any duty enjoined upon it, for which a penalty has not been provided, or shall fail, neglect or refuse to obey any lawful requirement or order made by the commission, or any judgment or decree made by any court upon its application, for every such violation, failure or refusal, such railroad shall forfeit and pay into the state treasury a sum of not less than one hundred dollars nor more than ten thousand dollars for each offense. In construing and enforcing the provisions of this section, the act, omission or failure of any officer, agent or other person acting for or employed by any railroad, acting within the scope of his employment, shall in every case be deemed to be the act, omission or failure of such railroad.

Emergency rates. SECTION 28. The commission shall have power, when deemed by it necessary to prevent injury to the business or interests of the people or railroads of this state in consequence of interstate rate wars, or in case of any other emergency to be judged of by the commission, to temporarily alter, amend, or, with the consent of the railroad company concerned, suspend any existing passenger rates, freight rates, schedules and orders on any railroad or part of railroad in this state. Such rates so made by the commission shall apply on one or more of the railroads in this state or any portion thereof as may be directed by the commission, and shall take effect at such time and remain in force for such length of time as may be prescribed by the commission.

Rates not specifically designated. SECTION 29. Whenever, after hearing and investigation as provided by this act, the commission shall find that any charge, regulation or practice affecting the transportation of passengers or property, or any service in connection therewith, not hereinbefore specifically

designated, is unreasonable or unjustly discriminatory, it shall have the power to regulate the same as provided in sections 12 and 14 of this act.

Accidents. SECTION 30. Every railroad shall, whenever an accident attended with loss of human life occurs within this state upon its line of road or on its depot grounds or yards, give immediate notice thereof to the commission. In the event of any such accident the commission, if it deem the public interest requires it, shall cause an investigation to be made forthwith, which investigation shall be held in the locality of the accident, unless, for greater convenience of those concerned, it shall order such investigation to be held at some other place, and said investigation may be adjourned from place to place as may be found necessary and convenient. The commission shall seasonably notify an officer or station agent of the company of the time and place of the investigation. The cost of such investigation shall be certified by the chairman of the commission, and the same shall be audited and paid by the state in the same manner as other expenses are audited and paid.

Inquiry into violations. SECTION 31. The commission shall inquire into any neglect or violation of the laws of this state by any railroad corporation doing business therein, or by the officers, agents or employes thereof, or by any person operating a railroad, and shall have the power, and it shall be its duty, to enforce the provisions of this act as well as all other laws relating to railroads and report all violations thereof to the attorney general; upon request of the commission it shall be the duty of the attorney general or the district attorney of the proper county, to aid in any investigation, hearing or trial had under the provisions of this act, and to institute and prosecute all necessary actions or proceedings for the enforcement of this act and of all other laws of this state relating to railroads and for the punishment of all violations thereof. Any forfeiture or penalty herein provided shall be recovered and suit thereon shall be brought in the name of the state of Wisconsin in the circuit court for Dane county. The commission shall have authority to employ counsel in any proceeding, investigation, hearing or trial.

Investigations of claims. SECTION 32. All claims against any railroad for loss of or damage to property from any cause,

or for overcharge upon any shipments, or for any other service, if not acted upon within ninety days from the date of the filing of such claim with the railroad, may be investigated by the commission, in its discretion, and the results of such investigation shall be embodied in a special report which shall be open to public inspection and may be included in the next annual report of the commission.

Technicality not to invalidate. SECTION 33. A substantial compliance with the requirements of this act shall be sufficient to give effect to all the rules, orders, acts and regulations of the commission, and they shall not be declared inoperative, illegal or void for any omission of a technical nature in respect thereto.

Rights of action not waived. SECTION 34. This act shall not have the effect to release or waive any right of action by the state or by any person for any right, penalty or forfeiture which may have arisen or which may hereafter arise under any law of this state; and all penalties and forfeitures accruing under this act shall be cumulative and a suit for, and recovery of one, shall not be a bar to the recovery of any other penalty.

Present schedule in force. SECTION 35. Until December 31st, 1905, unless the commission shall otherwise order, after application and hearing as hereinafter provided, it shall be unlawful for any railroad within this state to demand, collect, or receive a greater compensation for the transportation of property between points in this state than the charge fixed in the lowest published schedule of rates for the same service between the same points, in force on the 1st day of April, 1905. Every railroad in this state shall, within thirty days after the passage and publication of this act, file in the office of the commission copies of all schedules of rates, including joint rates in force on its line or lines, between points within this state, on the 1st day of April, 1905, and all rates in force between such points at any time subsequent to said date. Any railroad desiring to advance or discontinue any such rate or rates may make application to the commission in writing, stating the advance in or discontinuation of the rate or rates desired, giving the reasons for such advance or discontinuation. Upon receiving such application, the commission shall fix a time and place for hearing, and give such notice to in-

interested parties as it shall deem proper and reasonable. If, after such hearing and investigation, the commission shall find that the change or discontinuation applied for is reasonable, fair and just, it shall grant the application either in whole or in part. Any railroad being dissatisfied with any order of the commission made under the provisions of this section may commence an action against it in the circuit court in the manner provided in section 16 of this act, which action shall be tried and determined in the same manner as is provided in said section.

Office of railroad commissioner abolished. SECTION 36. All powers, duties and privileges imposed and conferred upon the railroad commissioner of this state under existing laws are hereby imposed and conferred upon the commission created under the provisions of this act; provided, that the power and duties conferred and imposed upon the railroad commissioner by chapter 431 of the laws of 1903, and sections 1795a, 1796 and 1797 of the statutes of 1898 shall continue to be exercised by him until the first Monday in January, 1907. The present railroad commissioner, whose term commenced on the first Monday in January, 1905, shall continue in office until the first Monday in January, 1907, at his present salary, on which date the office is hereby abolished.

Inconsistent laws repealed. SECTION 37. So much of section 128 of the statutes of 1898 as provides for the election of a railroad commissioner, also sections 1793 and 1803 of said statutes, and all other acts and parts of acts conflicting with the provisions of this act are hereby repealed in so far as they are inconsistent herewith.

Appropriation. SECTION 38. A sum sufficient to carry out the provisions of this act is hereby appropriated out of any money in the state treasury not otherwise appropriated.

SECTION 39. This act shall take effect and be in force from and after its passage and publication.

Approved June 13th, 1905.

Recovery of excessive freight charges. SECTION 1797—37m. *Within six months after the delivery of any shipment of freight at destination any person aggrieved may complain to the commission that the charge exacted * * * for the transportation of such freight between points in Wisconsin is*

*unusual or exorbitant, and thereupon the commission shall have power to investigate such complaint, and to hear the same and to decide upon the merits thereof, in the manner provided by section 12, chapter 362, laws of 1905. If upon such hearing the commission shall decide that the rate or charge exacted is unusual or exorbitant it shall find, what in its judgment, would have been a reasonable rate or charge for the service complained of. * * * If the rate or charge so found shall be less than the charge exacted the carrier shall have the right to refund to the person paying such charge the amount so found to be excessive. In case of the refusal of the carrier to make such refund, the party aggrieved thereby may maintain an action in the courts of this state, to recover the amount of such excessive charge as found by said commission, and in the trial thereof the findings of the commission shall be prima facie evidence of the truth of the facts found by it and no carrier shall be permitted to avail itself of the defense in such action that the shipment involved was in fact made on the published tariff rate in force at the time such shipment was made, but no carrier making a refund upon the order of the commission or pursuant to a judgment of court as herein provided, shall be liable for any penalty or forfeiture, or subject to any prosecution under the laws of this state, on account of making such refund.*

Railroad commission: publication of opinions and decisions; annual report. SECTION 1797—37n. *Said railroad commission is hereby authorized to print and publish for distribution in bound volumes of convenient size, its opinions and decisions, which shall be suitably indexed, for convenient reference to the subjects treated therein. Not to exceed twenty-five hundred copies of any volume shall be so published. Said commission is likewise authorized to print for distribution in pamphlet form a suitable number of its opinions and decisions as the same are from time to time announced. The commission shall, on or before the first Monday in December, in each year, make a report to the governor for the preceding year containing such information, suggestions or recommendations as they may deem proper.*

Approved July 12, 1907.

No. 65, S.]

[Published July 19, 1907.]

CHAPTER 576.

AN ACT to amend sections 1759a and 1753, and to create sections 1753—1 to section 1753—13, inclusive, of the statutes, relating to the stocks and bonds of corporations.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1759a of the statutes is amended to read as follows:

Corporations: preferred stock regulated. SECTION 1759a. *Any corporation may provide for preferred stock in its original articles of organization, or by amendment thereto adopted by the unanimous vote of the stockholders, and may, in such original articles or by such amendment thereto adopted by the unanimous vote of the stockholders, provide for the payment of dividends on such preferred stock out of the profits at a specified rate before dividends are paid upon the common stock; for the accumulation of such dividends; for a preference of such preferred stock, not, however, exceeding the par value thereof, over the common stock in the distribution of the corporate assets other than profits; for the redemption of such preferred stock, and for denying or restricting the voting power of such preferred stock. Neither preferred nor common stock shall bear interest. Certificates of preferred stock and common stock shall state, on the face thereof, all privileges accorded to and all restrictions imposed on preferred stock. No change or amendment in relation to such preferred stock shall be made, except by way of amendment to the articles of organization adopted by the unanimous vote of the holders of all the outstanding stock, both preferred and common.*

SECTION 2. Section 1753 of the statutes is amended to read:

Corporation stocks and bonds: consideration for; fictitious increases void. SECTION 1753. No corporation shall issue any stock or certificate of stock except in consideration of money or of labor or property estimated at its true money value, actually received by it, equal to the par value thereof, nor any bonds or other evidences of indebtedness except for money or for

labor or property estimated at its true money value, actually received by it, equal to seventy-five per cent. of the par value thereof, and all stocks and bonds issued contrary to the provisions of * * * law and all fictitious increase of the capital stock of any corporation shall be void. * * *

SECTION 3. There are added to the statutes thirteen new sections to read:

"Public service corporation" defined. SECTION 1753—1. The term "public service corporation" when used in this act shall mean and embrace every railroad, street railway, telegraph, express, freight line, sleeping car, light, heat, water and power corporation and all other corporations engaged in the business of supplying the public, directly or indirectly, with light, heat, power or water, or in transmitting telegraph messages or in transporting passengers, freight or express.

Public service corporations: control of liens vested in state. SECTION 1753—2. The power to create liens on corporate property by public service corporations in this state is a special privilege, the right of supervision, regulation, restriction and control of which shall be vested in the state and such power shall be exercised according to the provisions of these statutes.

Issue of stocks, bonds, etc.: permission from railroad commission requisite. SECTION 1753—3. No public service corporation shall hereafter issue any stocks, stock certificates, bonds or any other evidences of indebtedness payable in more than one year from date, until it shall have first obtained authority for such issue from the railroad commission as herein provided. The proceedings for obtaining a certificate of such authority from said commission and the conditions of its being granted by said commission shall be as follows:

Issues for money only: corporation's statements and commission's permit. (a) In case the stocks, certificates of stock, bonds or other evidences of indebtedness are to be issued for money only the corporation shall file with the commission a statement, signed and verified by its president and secretary, setting forth (1) the amount and character of the proposed stocks, certificates of stock, bonds or other evidences of indebtedness, (2) the purposes for which they are to be issued, (3) the terms on which they are to be issued, and (4) the total assets

and liabilities of the corporation in such detail as the commission may require. The commission may also require the corporation to furnish any further statements of fact or evidence that it may deem pertinent to the inquiry. The commission shall thereupon issue to the corporation a certificate stating the amount, character, purposes and terms on which such stocks, certificates of stock, bonds, or other evidences of indebtedness are proposed to be issued.

Issues for other than money: corporation's statements; commission's valuations and permit. (b) In case the stocks, certificates of stock, bonds or other evidences of indebtedness are to be issued partly or wholly for property or services or other consideration than money the corporation shall file with the commission a statement, signed and verified by its president and secretary, setting forth (1) the amount and character of the stocks, certificates of stock, bonds, or other evidences of indebtedness proposed to be issued, (2) the purposes for which they are to be issued, (3) the description and estimated value of the property or services for which it is to be issued, (4) the terms on which it is to be issued or exchanged, (5) the amount of money, if any, to be received for the same in addition to such property, services or other consideration, and (6) the total assets and liabilities of the corporation in such detail as the commission may require. The commission may also require the corporation to furnish any further statements of fact or evidence that it may deem pertinent to the inquiry. The commission shall determine according to its best judgment, the true value of the property, services or other consideration for which it is proposed to issue such stocks, certificates of stock, bonds or other evidences of indebtedness. The commission shall thereupon issue a certificate to the said corporation setting forth the amount, character, purposes and terms of such proposed issue on the part of the corporation and further, particularly, the true value of the property or services as found by the commission for which, in whole or in part, such issue is proposed to be made and a description in detail of such property and services. Any issue of stocks, certificates of stock or bonds or any other evidences of indebtedness not payable within one year, which shall be issued by such corporation for and in return for property or services, actually received by it and for which the same are issued, which shall value such property or services in excess of that found by the commission, shall be void.

Corporation to record commission's permit. SECTION 1753—4. No public service corporation shall issue any stocks, certificates of stock, bonds or other evidences of indebtedness for money, property or services, either directly or indirectly, nor shall it receive any money, property, or services in payment of the same, either directly or indirectly, until there shall have been recorded upon the books of such corporation the certificate of the railroad commission herein provided for.

Prohibited dividends. [SECTION] 1753—5. No public service corporation shall declare any stock, bond or scrip dividend or divide the proceeds of the sale of any stock, bond or scrip, among its stockholders.

Reorganizations and consolidations. SECTION 1753—6. No public service corporation shall issue any stocks, certificates of stock, bonds or other evidences of indebtedness secured on its property in this state for the purpose of any reorganization or consolidation in excess of the total amount of the stocks, certificates of stock, bonds or other evidences of indebtedness then outstanding against the corporations, so reorganizing or consolidating, and no such corporation shall purchase the property of any other public service corporation or any person furnishing service to the public for the purpose of effecting a consolidation except that the property of such corporation or person shall first be valued as provided in subsection b of section 1753—3, and then only at the value found by the commission.

Stocks, bonds, etc.: application of proceeds. SECTION 1753—7. No public service corporation shall apply the proceeds of any such stocks, certificates of stock, bonds or other evidences of indebtedness to any other purpose or issue the same on any less favorable terms than that specified in the certificate issued by the railroad commission.

Stocks, bonds, etc.: void if contrary to Ch. 576, 1907. [SECS. 1753 TO 1753—13 INCLUSIVE AND SEC. 1759a.] SECTION 1753—8. All stocks, certificates of stock, bonds and other evidences of indebtedness issued contrary to the provisions of this act shall be void.

Appraisement of municipal franchises. SECTION 1753—9. In determining the value of the property of a public service corporation or any person furnishing service to the public for the purposes of this act, no franchise or privilege granted to

such corporation by a municipality shall be appraised, fixed or considered at any greater sum or value than the sum paid therefor into the public treasury of the municipality granting the same.

Railroad commission to enforce Ch. 576, 1907. SECTION 1753—10. The railroad commission shall have the power and it shall be their duty to do and perform any and all acts necessary to carry out the provisions of this act.

Corporation's action to set aside valuation. SECTION 1753—11. Any such public service corporation if dissatisfied with any valuation made by the commission, or any order or certificate made or issued by it, may commence an action in the circuit court of Dane county against the commission, as defendant, to vacate and set aside such valuation, order or certificate on the ground that the same is unreasonable or unlawful, in which action the complaint shall be served with the summons. Sections 1797—16 and 1797—17 shall apply to all the rights of the parties to the proceedings in such action.

Corporation and agents: penalty for unlawful issues and applications. SECTION 1753—12. Any corporation, whether private or public service as herein defined, or any agent, director, or officer thereof who shall, directly or indirectly, issue or cause to be issued any stocks, certificates of stock, bonds or other evidences of indebtedness contrary to the provisions of this act or who shall apply the proceeds from the sale thereof to any purposes other than that specified in the certificate of the railroad commission, as herein provided in case of a public service corporation, shall forfeit and pay into the state treasury not less than five hundred dollars nor more than ten thousand dollars for each offense.

Corporation officers: penalty for false statements and for violations. SECTION 1753—13. Each and every director, president, secretary or other official of any such public service corporation who shall make any false statement to secure the issue of any bond or other evidence of indebtedness, or who shall by false statement knowingly made, procure of the railroad commission the making of the certificate herein provided, or issue with knowledge of such fraud, negotiate or cause to be negotiated any such bond or other issue in violation of these statutes shall be guilty of a felony and upon conviction thereof

shall be punished by a fine of not less than five hundred dollars, or by imprisonment in the state prison for a term of not less than one or more then ten years, or by both such fine and imprisonment in the discretion of the court.

Issues voted before Ch. 576, 1907, took effect: commission's permit necessary.—Burden of proof. * * *

SECTION 4. All stocks, certificates of stock, bonds or other evidences of indebtedness issued or delivered by any public service corporation after this act takes effect, upon the authority of any articles of incorporation or amendments thereto or vote of stockholders or directors filed, taken or had previous to the taking effect of this act, shall be void unless the certificate provided for by this act shall have been obtained from the railroad commission prior to such issue, or delivery. The burden of proof shall be upon any party claiming any exemption under this act.

SECTION 5. This act shall take effect and be in force from and after its passage and publication.

Approved July 13, 1907.

No. 156, S.]

[Published June 29, 1907.]

CHAPTER 454.

AN ACT to create sections 1797—39 to 1797—60, inclusive, of the statutes, regulating the construction and operation of railways in the state of Wisconsin.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes twenty-two new sections, numbered 1797—39 to 1797—60, inclusive, to read:

Road construction certificate from commission requisite. SECTION 1797—39. No railroad corporation hereafter organized shall exercise the powers conferred upon it by the laws of Wisconsin, nor begin the construction of any proposed line of railroad in this state, until it shall have obtained from

the railroad commission of Wisconsin, a certificate that public convenience and a necessity require the construction of said railroad as proposed in the articles of association of said railroad company, and such certificate shall constitute the license from this state to the company to build its said proposed railroad.

Application for certificate. SECTION 1797—40. Application for the foregoing certificate shall be made within six months from and after the publication of the articles of association of the company applying in the manner hereinafter set forth.

Articles: publication prerequisite to license. SECTION 1797—41. No railroad corporation shall make application for such certificate unless it shall have caused a copy of its articles of association to be published in one or more newspapers in each county in which the road is proposed to be located at least once in each week for two successive weeks and within six months next prior to the time of making such application, and shall file satisfactory proof thereof with the said railroad commission.

But railroad may survey route. SECTION 1797—42. Nothing in this act shall prevent any railroad corporation from causing such examination and surveys for its proposed railroad to be made as may be necessary in order to select the best and most advantageous route, and for that purpose to enter upon the lands of any owner, but subject to responsibility for any damage that may be done thereto.

Maps and profiles with application—changes. SECTION 1797—43. Every application for a certificate of convenience and necessity under the provisions hereof shall be accompanied by complete maps and profiles of the line of the proposed road, which maps and profiles shall be filed with the application by said railroad commission. Prior to the granting or refusing of said certificate the commission shall have the right to permit errors, omissions or defects in the application, maps and profiles to be supplied or corrected, and also to permit changes in the proposed route to be made where the same are deemed desirable.

Railroad extensions; certificate and public notice necessary. SECTION 1797—44. If any railroad company hereto-

fore organized shall hereafter desire to extend its line or lines of railroad in this state or to build extensions or branches connected therewith, or to construct any unconstructed portion of its authorized line of railroad, or any line of railroad whatever for which the right-of-way and local consents and franchises have not been procured, it shall, before beginning construction thereof, make application to the railroad commission for a certificate of convenience and necessity authorizing the construction of such extension or branch or lines in the manner hereinbefore provided; except that it shall not be necessary to publish the articles of association of such railroad but only to publish the notice of hearing of such application at least once in each week for two successive weeks preceding such hearing in one or more newspapers in each county in which said extension, branch or line is to be built.

Commission's hearing of applicants; public notices thereof. SECTION 1797—45. Upon receiving an application under the provisions of this act, the railroad commission shall forthwith set a time and place for the hearing of such application, which time shall not be less than three weeks nor more than eight weeks from the date of filing such application, and the place shall be at the city of Madison, or at some place along the line of the proposed railroad if the commission shall deem the latter more convenient. The commission shall thereupon give to the applicant a notice of the time and place of said hearing, which notice shall be published by the applicant at least once each week for two successive weeks preceding such hearing in one or more newspapers in each county in which the road is proposed to be located, and satisfactory proof of such publication shall be filed by the applicant with said railroad commission.

Arguments for and against license. SECTION 1797—46. At such hearing or any adjournment thereof the commission shall carefully consider such application and shall hear such applicant by counsel or agents in support thereof and any person or corporation in person or by counsel or agents in opposition thereto and upon demand of the applicant or any person or corporation appearing in opposition, take evidence and testimony orally or by deposition in support of the application or in opposition thereto.

Commission's powers relative to witnesses and papers. SECTION 1797—47. All provisions of chapter 362 of the laws

of 1905, or any act amendatory thereof, relating to the subpoenaing of witnesses, the production of books, documents and papers, the administration of oaths, punishment for disobedience of an order of the commission or any commissioner, or of a subpoena, or for refusal of a witness to be sworn or to testify, witness fees, the payment thereof, taking depositions, the keeping of a record of the proceedings, the taking of testimony, transcribing copies of evidence and testimony, or relating to the procedure before said commission not inconsistent with this act, shall apply to all proceedings under this act.

Condemnation proceedings; filing of certificates and maps preliminary. SECTION 1797—48. Upon the conclusion of the hearings of said application as above provided, said commission shall carefully consider all the evidence submitted, and if the said commission, or a majority of them, shall find that the proposed railroad would be a public convenience and that a necessity requires the construction of said proposed railroad, the said railroad commission shall forthwith grant and issue to the applicant a certificate that public convenience and a necessity require the construction of said railroad as proposed. Such certificate shall be filed in the office of the secretary of state, and a copy thereof, certified to by the secretary of state, shall be evidence of the facts therein stated. Said commission shall also approve the map showing the proposed route of said railroad and shall file the same in their office. The applicant shall cause a copy of such map certified by the secretary of said commission to be a copy of the original, with the seal of said commission affixed, to be filed in the office of the register of deeds in each county in which said railroad shall be located. The filing of said certificate with the secretary of state and the filing of a copy of said map showing said proposed route, as above provided, shall be a condition precedent to the right of said applicant railroad to institute and maintain condemnation proceedings for the acquirement of land for the right of way, stations and other necessary uses of said railroad.

Refusal of certificate. SECTION 1797—49. If upon the conclusion of said hearing of said application said commissioners or a majority of them shall find and determine that said proposed railroad is not a necessity or is not required by public convenience either because already existing railroads or other means of transportation adequately provide for the

necessities and requirements of the public, or for any other reason, then said railroad commission shall refuse to grant said certificate and shall make such refusal a matter of record in the proceedings, stating their reasons for such refusal, and shall give the applicant a copy of such refusal. If said certificate is refused no further proceedings shall be had before said railroad commission in the matter, but the application may be renewed after two years from the date of such refusal.

Railroad's remedies upon refusal. SECTION 1797—50. Any railroad corporation or other party in interest, having appeared before said commission upon the hearing of such application and being dissatisfied with the action of the railroad commission in granting or refusing to grant such certificate, may file written notice thereof with said commission, whereupon said commission shall immediately certify and deliver to and file with the clerk of the circuit court of Dane county the application and all maps, profiles, testimony, evidence, depositions and all other records, papers and proceedings on file in its office relating to said application and a copy of its findings and decision thereon, which shall constitute a record in said court in said matter. The party filing such written notice of dissatisfaction with the commission shall thereupon and upon such record be entitled to an order to show cause, to be granted by the presiding judge at any time within thirty days after the filing of said record with said clerk. Said order to show cause shall be served upon all persons and corporations who have appeared before the railroad commission in such matter in such manner as shall be prescribed by said presiding judge. Upon the hearing of such order to show cause the court shall examine said record, findings and decisions and determine the legality of the proceedings before said commission and of the order of said commission and the grounds thereof and shall have power to enter such judgment or order as may be proper and just. An appeal from the order or judgment of the circuit court may be taken by any party aggrieved thereby to the supreme court of this state by the service of a notice of such appeal upon all parties or their attorneys who appeared in the circuit court in such matter and on the clerk of such court within thirty days from the date of the service upon such party of a copy of such order or judgment. Such appeal shall be perfected and proceedings stayed by the service and filing of an undertaking on such appeal as is now provided by law in cases of appeal from an order.

Certificate for building part of line. SECTION 1797—51.

Whenever an application is made by a railroad company for a certificate of public convenience and necessity, as required by this act, and it shall appear to the railroad commission after an examination of the proposed route of the applicant company that public convenience and a necessity do not require the construction of said railroad as proposed in its application, but do require the construction of a part of said proposed railroad, the said railroad commission may issue a certificate for the construction of such part of said proposed railroad as seems to them to be required by public convenience and necessity.

Revocation of certificate. SECTION 1797—52. In case any railroad company hereafter obtaining a certificate from the railroad commission that public convenience and a necessity require the construction of the whole or part of its proposed railroad shall fail to begin such construction within one year from the date of the issuing of said certificate, or having begun such construction, shall fail to prosecute the same, the railroad commission may inquire into the reasons for such failure and may revoke the said certificate, if it shall appear after notice and hearing that such failure is unreasonable.

Roads coming under act. SECTION 1797—53. The provisions of this act shall apply to all steam, electric and other surface railroads in this state, except construction or extension of electric railroads in cities, and to railroads for the construction of which municipal aid has heretofore been voted and now available upon completion.

Construction items to be submitted to commission.

SECTION 1797—54. Upon receiving the certificate of public convenience and necessity, the applicant railroad shall before commencing construction of its railroad or any extension or branch thereof, submit to the railroad commission a condensed specification of the kind and character of construction that it proposes to install, which specification shall show the kind, quality and weight of the rail proposed to be used, the mode of construction, character, quality and strength of all bridges, culverts and viaducts, including abutments and approaches proposed to be built, the grade of and proposed method of draining the road-bed, and kind of power to be used and the power plant and appliances to be employed in power production, and such other salient facts relating to the construction

of said proposed railroad as the commission under the rules to be prescribed by them may require.

Public safety; investigation of plans. SECTION 1797—55. Upon receiving the specification required by the foregoing section, the said railroad commission shall examine the same and shall hear the applicant railroad in support thereof, shall suggest and require modifications of said specification if in their judgment the public safety so demand, shall visit and inspect the said proposed line of railroad or extension or branch thereof, if deemed desirable, and shall otherwise investigate and determine that the proposed construction will be adequate for securing and protecting the public safety in the operation of said proposed railroad or extension or branch thereof, and thereupon the said commission shall grant to said applicant railroad an order approving said specification as amended—if the same shall be amended—and authorizing the construction of said proposed railroad or extension or branch thereof in accordance therewith.

Crossing grades and appliances: commission to prescribe and to apportion cost. SECTION 1797—56. Every crossing of the track of a steam railroad hereafter made by the track of another steam railroad; and every crossing of the track of an electric or street railway surface road hereafter made at points outside the limits of incorporated cities by the tracks of a steam railroad; and every crossing of the track of a steam railroad or of any other electric or street railway surface road hereafter made at points outside the limits of incorporated cities by the track of an electric or street railway surface road shall be above, below or at grade of the tracks proposed to be crossed as the railroad commission shall determine after hearing the parties upon reasonable notice prescribed by said commission. In such determination, said railroad commission shall prescribe the kind and character of the protective appliances, if any, to be installed, operated and maintained at such crossings, and they shall also fix the proportion of the expense of originally constructing, operating and maintaining such crossing and of any protective appliances prescribed by them and the proportion of the expense of operating and maintaining the same which shall be paid by the owners of said tracks respectively. In case said commissioners shall not in the first instance require protective appliances to be installed at grade crossings made under this

section, they shall after reasonable notice to and hearing of the parties, have power on application of either party interested in maintaining and operating said crossing, or on their own motion to require protective appliances to be installed, operated and maintained at such grade crossings and to fix the basis upon which the parties using such crossings shall bear and pay the cost and expense of constructing, operating and maintaining the same.

Examination after construction; permit to operate.

SECTION 1797—57. Upon the completion of the construction of any railroad or extension or branch thereof, under the specification as approved by the railroad commission, the said applicant company shall, before operating said railroad, or extension or branch thereof, excepting for construction purposes, and before opening the same to public service, report the same to said commission and said commission shall thereupon inspect and examine said railroad, or extension or branch thereof, or cause the same to be inspected and examined, and if it shall be found that the same has been constructed in accordance with said specification as approved and is otherwise suitable and properly constructed so as to conserve and protect the public safety in the operation thereof, said commission shall grant to said applicant railroad an order authorizing it to operate the same, which order shall be presumptive evidence of the sufficiency of such construction. Said order shall specify in general terms the methods and conditions of such operation and it shall not be lawful for any such railroad or extension or branch thereof, to be operated till such order has been so granted and obtained.

Railroad routes: limited right to alter. SECTION 1797—

58. Every railroad company in this state, may, by the vote of two-thirds of all its directors, alter or change the route or any portion of the route of its railroad, whether the same is constructed or in process of construction, if it shall appear to them that by such change the line thereof can be materially improved, by making and filing in the office of the railroad commission and also by recording in the office of the register of deeds of the county or counties where such alteration or change is to be made, a surveyed map and certificate of such alteration or change, provided that such alteration or change shall not deviate from the original route of such railroad as approved by the railroad commission for a greater distance

than one mile at any point and provided that no incorporated city or village shall be left off from the line of said railroad by such change of route and also provided that the original termini of said railroad shall not be changed by such alteration or change of route.

Notices in counties without newspapers. SECTION 1797—59. If no newspapers shall be published in any county in which the road is proposed to be located, the publications required by this act may be made in such manner and at such places as the railroad commission shall designate.

Pending actions: this act not to affect. SECTION 1797—60. Nothing herein contained shall in any manner affect any suit or prosecution had or commenced in any court prior to May 29th, 1907.

SECTION 2. All acts or parts of acts conflicting with the provisions of this act are hereby repealed insofar as they are inconsistent herewith.

Approved June 29, 1907.

No 107, A.]

[Published July 13, 1907.]

CHAPTER 575.

AN ACT to create a new section to the statutes of 1898, to be known as section 1816m, relating to railroads.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There is created and added to the statutes of 1898 a new section to read:

Railroad operators, hours on and off duty. SECTION 1816m. It shall be unlawful for any corporation or a receiver operating a line of railroad, in whole or in part, in the state of Wisconsin, or any officer, agent or representative of such corpora-

tion or receiver, to require or permit any operator to remain on duty for more than one period of eight consecutive hours, and when said operator shall have been on duty for said eight hours he shall be relieved and not required or permitted again to go on duty until he has had at least sixteen consecutive hours off duty in any twenty-four hours; provided this provision shall not apply in case of casualty upon such railroad; in which case said operator may be required or permitted to be on duty not more than one period of twelve consecutive hours in any twenty-four hours, or not to exceed three days of said twelve successive hours each at one time.

"Operator;" "block system." 2. The term "operator" shall include train dispatchers, and shall be defined and construed to mean an employe who, by the use of the telegraph or telephone dispatches, or reports, transmits, receives or delivers orders pertaining to or affecting the movement of cars, engines, or trains, or who handles such cars, engines, or trains by or under what is known and termed the block system; the term "block system" shall be defined and construed to mean reporting cars, engines, or trains to another office or offices and to the train dispatcher registering the same and operating one or more order or signal devices, and manipulating signal devices affecting the movement of cars, engines, or trains from stations or towers in railroad yards or on main tracks.

Enforcement. 3. Whenever the railroad commission shall learn of any violation of this section by any company or by an officer or agent of any such company, it shall be the duty of the railroad commission to investigate such violation at once and it shall have power to require such company to immediately provide such additional employees as are necessary to comply with the provisions of this act.

Penalty. 4. The failure to comply with any of the provisions of this section shall subject the corporation or receiver or any officer, agent or representative of such corporation or receiver to a penalty of not less than one thousand dollars nor more than five thousand dollars for each offense, to be sued for and recovered in the name of the state, with the costs of prosecution, by the attorney general or under his direction, or by the district attorney for any county in which the violation may occur, and in the circuit court for such county, and such penalty, when recovered, shall be paid into the county

treasury of the county in which the violation occurred, for the benefit of such county.

SECTION 2. All acts and parts of acts inconsistent with the provisions of this act are hereby repealed.

SECTION 3. This act shall take effect and be in force from and after January 1, 1908.

Approved July 11, 1907.

No. 596, A.]

[Published July 10, 1907.]

CHAPTER 477.

AN ACT to create section 1809j of the statutes, relating to railroad telegraph operators.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There is added to the statutes a new section to read: Section 1809j. 1. It shall be unlawful for any common carrier by railroad, carrying freight or passengers between points within this state, to employ any telegraph operator, except an assistant under an experienced operator, who shall not have attained the age of eighteen years and who shall not have had actual experience as a telegraph operator, or who shall not have had at least six months' actual experience under the tutorship of an experienced railroad telegraph operator, or who shall not have been graduated from a school of telegraphy having at least a six months' course.

2. Any common carrier by railroad or any of its officers or agents who shall violate the provisions of this act shall be deemed guilty of a misdemeanor and shall be punished by a fine of not less than one hundred dollars nor more than one thousand dollars for each offense.

SECTION 2. This act shall take effect and be in force January first, one thousand nine hundred and eight.

Approved July 9, 1907.

No. 327, A.]

[Published July 17, 1907.]

CHAPTER 655.

AN ACT to create sections 1809l to 1809o, inclusive, of the statutes relating to the number of hours of continuous service of railroad employes.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes four new sections to read:

Railroad employes' hours on and off duty. SECTION 1809l. It shall be unlawful for any common carrier, its officers or agents, to require or permit: (1) Any employe to be or remain on duty for a longer period than sixteen consecutive hours, and whenever any such employe of such common carrier shall have been continuously on duty for sixteen hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten consecutive hours off duty; and no such employe who has been on duty sixteen hours in the aggregate in any twenty-four hour period shall be required or permitted to continue or again go on duty without having had at least eight consecutive hours off duty.

Emergencies excepted. SECTION 1809m. The provisions of this act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officers or agents in charge of such employe at the time said employe left the terminal and which could not have been foreseen nor to the crews of wrecking or relief trains.

Enforcement of sections 1809l to 1809o inclusive. SECTION 1809n. The railroad commission shall fully investigate all cases of violation of this act and shall lodge with the proper district attorneys information of such violations as may come to its knowledge. The commission shall have the power to employ such inspectors or other persons as may be necessary to enforce the provisions of this act. To enforce the provisions of this act the railroad commission and its agents or employes shall have the power to administer oaths, interrogate

witnesses, take testimony, and require the production of books and papers.

Penalty for violating hour law. SECTION 1809o. Any common carrier or any of its officers or agents violating any of the provisions of section 1809l is declared to be guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than one hundred dollars nor more than one thousand dollars.

SECTION 2. This act shall take effect and be in force from and after March 4, 1908.

Approved July 16, 1907.

No. 612, A.]

[Published June 20, 1907.]

CHAPTER 247.

AN ACT to enable cities of the first class to acquire, own and operate railway terminals including main tracks, belt lines, spurs, sidetracks and other necessary connections, and granting authority to any such city to rent or lease the same to railroads and other common carriers and to authorize private persons and corporations to connect therewith, and to issue bonds or railway terminal certificates in payment therefor.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

Railway terminals defined. SECTION 1. The term "railway terminals" as used in this act shall include depots, stations, main tracks, belt lines, sidetracks, spurs and property of whatever nature used in connection therewith.

Terminal lands and buildings; power to acquire. SECTION 2. Cities of the first class are hereby authorized and empowered to acquire, establish, own and operate railway terminals and to permit connections therewith by private persons and corporations and for that purpose may condemn lands and other property in the manner provided by law, and may erect,

keep and maintain such buildings and equipment thereof as the common council of said city shall by ordinance provide..

Terminal leases and permits; appeals to commission.

SECTION 3. Every city acquiring or establishing any railway terminals under the provisions of this act is hereby authorized and empowered to rent, lease or permit the use of the same or any part thereof upon such terms and for such compensation as may be agreed upon between the common council of said city and any railroad desiring to use the same, and may permit connections therewith by private persons or corporations by means of spurs or sidetracks on such terms and conditions as may be agreed upon between the persons or corporations desiring to use the same and the common council of said city.

In the event of the inability of parties to agree upon the terms for the use of said railway terminals either party may appeal to the railroad commission of Wisconsin, which shall have power to fix rates and terms.

Bonds to cover cost; payable from rentals; maximum issue and mortgage security; foreclosure with reservations; popular vote requisite. SECTION 4. The cities acquiring and establishing railway terminals under the provisions of this act are hereby authorized and empowered to issue "railway terminal certificates," in payment of the whole or any part of such terminals. Such railway terminal certificates shall not be or become an obligation or liability of the city, or payable out of any general fund thereof, but shall be payable solely out of a specified portion of the revenue or income to be derived from the rental of such railway terminals, for the acquisition or purchase of which they are issued. Such railway terminal certificates shall not be issued and secured on any railway terminal property in amount in excess of the cost to the city of such property, as hereinbefore provided, and ten per cent. of such cost in addition thereto.

In order to secure the payment of any such railway terminal certificates and the interest thereon, the city may convey by way of mortgage or deed of trust, any or all of the right-of-way and property acquired or to be acquired through the issue of such railway terminal certificates, which mortgage or deed of trust shall be issued in such manner as shall be directed by the city council, and acknowledged and recorded in manner provided by law for the acknowledgment and recording of

mortgages on real estate; and may contain such provisions and conditions not in conflict with the provisions of this act, as may be deemed necessary to fully secure the payment of the railway terminal certificates described therein.

Any such mortgage or deed of trust may carry the grant of a privilege or right to maintain or operate railway terminal property acquired thereby, for a period not exceeding twenty years from the date when such property may come into the possession of any person or corporation as the result of foreclosure proceedings, which privilege or right may fix the rates of fare and freight which the person or corporation securing the same as the result of foreclosure, shall be entitled to charge in the operation of said property for a period not exceeding twenty years, subject to authority of the railroad commission.

Whenever, and as often as default shall be made in the payment of any railway terminal certificates issued and secured by mortgage or deed of trust as aforesaid, or in the payment of the interest thereon when due, and any such default shall have continued for the space of twelve months after notice thereof has been given to the mayor and comptroller of the city issuing such certificates, it shall be lawful for any such mortgagee or trustee, upon the request of the holder or holders of a majority in amount of the certificates issued and outstanding under such mortgage or deed of trust, to declare the whole principal or all of such certificates as may be outstanding, to be at once due and payable, and to proceed to foreclose such mortgage or deed of trust in any court of competent jurisdiction. At a foreclosure sale the mortgagee or the holders of such certificates may become the purchaser or purchasers of the property and the rights and privileges sold, if he or they be the highest bidders.

Any terminals acquired by any such foreclosure, shall be subject to regulation by the common council of the city to the same extent as if the right to construct, maintain and operate such property had been acquired through a direct grant, without the intervention of foreclosure proceedings. Provided, however, that no railway terminal certificate or mortgage shall ever be issued by any city under the provisions of this act, unless and until the question of the adoption of the ordinance by the common council making provision for the issue thereof shall have first been submitted to popular vote and approved by a majority of the qualified voters of the city voting on such question.

Separate terminal accounts; purpose; items, annual report, expert examination. SECTION 5. Every such city owning or operating railway terminals shall keep the books of account for such railway terminals distinct from other city accounts, and in such manner as to show the true and complete financial results of such city ownership or ownership and operation as the case may be. Such accounts shall be so kept as to show the actual cost to such city of railway terminals and right-of-way owned, all cost of maintenance, extension and improvements, all operating expenses of every description, in case of such city operation, the amount set aside for sinking fund purposes, and the value of such service as may be rendered by such railway terminals to any other city department, without charge. Such accounts shall also show reasonable allowance for interest, depreciation and insurance, and also estimates of the amount of taxes that would be chargeable against such property if owned by a private corporation.

The common council shall cause to be printed annually for public distribution, a report showing the financial results in form, as aforesaid, of such city ownership, or ownership and operation. The accounts of such railway terminals, kept as aforesaid, shall be examined at least once a year by an expert accountant, who shall report to the common council the results of his examination. Such expert accountant shall be selected in such manner as the common council shall direct, and he shall receive for his services such compensation to be paid out of the income or revenues for such railway terminals as the city council may prescribe.

Railroad commission's powers. SECTION 6. The railroad commission is vested with power over railway terminals acquired or established under the provisions of this act, and all the provisions of chapter 362, laws of 1905 and acts amendatory thereof are made applicable thereto.

Conflicting laws repealed. SECTION 7. All acts and parts of acts in conflict with the provisions of this act are repealed.

SECTION 8. This act shall take effect and be in force from and after its passage and publication.

Approved June 19, 1907.

No. 620, S.]

[Published July 15, 1907.]

CHAPTER 614.

AN ACT to create sections 1797g—1, 1797g—2 and 1797g—3, of the statutes, relating to the furnishing of adequate telephone service by railroads.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes three new sections to read:

Telephone connections with railroads. SECTION 1797g—1. Every railroad company shall furnish reasonably adequate telephonic connection with its offices, buildings and grounds.

Railroad commission to regulate abuses. SECTION 1797g—2. Upon complaint to the railroad commission of Wisconsin that any telephonic service with any railroad is inadequate or in any respect unreasonably or unjustly discriminatory or that such service can not be had it shall be the duty of said commission to investigate the same and if upon investigation the commission shall find that any telephonic service is inadequate or unreasonably or unjustly discriminatory or that such service can not be had it shall determine and by order fix a reasonable regulation, practice or service to be installed, imposed, observed and followed in the future.

Orders of commission; actions to set aside. SECTION 1797g—3. All orders made by the commission under the provisions of this act shall have the same force and effect and an action may be commenced to vacate and set aside the same, as provided in chapter 362, laws of 1905.

Approved July 12, 1907.

No. 517, A.]

[Published June 25, 1907]

CHAPTER 352.

AN ACT to create sections 1797—11m and 1797—12n, of the statutes, relating to spur tracks.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes two new sections to read:

Spur tracks mandatory; maximum length; right of way; exception. SECTION 1797—11m. Every railroad shall provide a reasonably adequate and suitable spur track to and upon the grounds of any mill, elevator, storehouse, warehouse, dock, wharf, pier, manufacturing establishment, lumber yard, coal dock or other industry or enterprise, wherever such spur track does not necessarily exceed two miles in length, and is practically indispensable to the successful operation of any such industry or enterprise, and shall connect such spur track with its main track and operate the same in connection therewith; provided that such railroad may request the person or persons, firm, corporation or association primarily to be served thereby, to pay the legitimate cost and expense of acquiring, by condemnation or purchase, the necessary rights of way for such spur track, and of constructing the same, in which case the total estimated cost thereof shall be deposited with the railroad before the railroad shall be required to incur any expense whatever therefor. No railroad shall, however, be required to provide a spur track where it is unusually unsafe and dangerous. This section shall not apply to cities of the first class.

Appeal from railroad to commission. SECTION 1797—12n. In case of the failure or refusal of any railroad to comply with any of the provisions of this act, the person or persons, firm, corporation or association aggrieved thereby may file a complaint with the railroad commission setting forth the facts, and the said commission shall investigate and determine the matter in controversy, in accordance with the provisions of chapter 362 of the laws of 1905, and of this act, and any order it shall make in said proceeding shall have the same force and effect

as an order in any other proceeding properly begun under and by virtue of the provisions of said chapter 362 of the laws of 1905.

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved June 24, 1907.

No. 474, A.]

[Published June 21, 1907.]

CHAPTER 262.

AN ACT to amend section 1831a, statutes of 1898, relating to spurs of railways to mills, etc.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1831a, statutes of 1898, is amended to read:

Railway spurs: use of streets, alleys and lanes; city's consent requisite. SECTION 1831a. Every railway company existing in whole or in part under any law of this state and operating a railway therein may build, maintain and operate branches and spur tracks from its road or any branch thereof to and upon the grounds of any mill, elevator, storehouse, warehouse, dock, wharf, pier, manufacturing establishment, lumber yard, coal dock or other industry or enterprise, with all side tracks, storage tracks, wyes, turnouts and connections necessary or convenient to the use of the same; and every such company may acquire by purchase or condemnation in the manner provided in this chapter for the acquisition of real estate for railway purposes, other than for its main-track, all necessary roadways and rights of way for such branches, spur tracks, side tracks, storage tracks, wyes, turnouts and connections; and every such company may also acquire, in the same manner, such depot grounds, yards, grounds for round-houses, machine shops, warehouses, storehouses, elevators, docks, wharves and piers as may be nec-

essary and convenient for the enjoyment and use of its road. *Provided, however, that if any such branches and spur tracks as are mentioned in this section shall be constructed across, along or upon any street, lane, or alley, at grade or otherwise, within the corporate limits of any city, however organized, such branches and spur tracks shall not be so constructed until application therefor shall have been made to and acted upon by the proper authorities of such city. The proper authorities of such city may prescribe any reasonable terms and conditions for the construction of any such branch and spur track.* The provisions of the preceding section shall not apply so as to affect this section if the branches and spur tracks herein mentioned shall not exceed five miles in length from the main track or any branch of the main road.

Approved June 19, 1907.

No. 366, A.]

[Published June 21, 1907.]

CHAPTER 265.

AN ACT to amend section 1802, statutes of 1898, as amended, relating to connection with railway tracks.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1802, statutes of 1898, as amended by chapter 386, laws of 1905, is amended to read:

Spur tracks: use of streets, alleys and lanes; city's consent and regulation. SECTION 1802. The owner of any elevator, warehouse, manufacturing plant or mill, or of any lumber, coal or wood yard located within one-half mile of any railroad or any side track thereof may at his own expense construct a spur track from any such elevator, warehouse, manufacturing plant, mill or yard to a point on the right of way within the terminal or yard limits of any such railroad and the railroad shall connect the same with its tracks within such terminal or yard limits.

Provided, however, that no such spur track be constructed across, along or upon any street, lane or alley, at grade or otherwise, within the corporate limits of any city however organized, until application therefor shall have been made to and acted upon by the proper authorities of such city. The proper authorities of such city may prescribe any reasonable terms and conditions for the construction of any such branch and spur track. Such spur track shall at all times be under the control and management of and be kept in repair and operated for such owner or his assigns by such railroad, but the actual cost of so maintaining and operating shall be paid monthly by the owner thereof, and in case of neglect to so pay the same upon demand the obligation of this section upon any such railroad shall cease until such charges are paid. And no such spur track hereafter constructed or which has heretofore been constructed under the provisions of this section shall be removed without first having given the parties owning such elevator, warehouse, manufacturing plant, mill or yard six months' notice, and no removal shall be made except for good cause shown.

Approved June 19, 1907.

No. 15, A.]

[Published July 16, 1907.]

CHAPTER 654.

AN ACT to amend section 1798a of the statutes, relating to passenger rates on railroads.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1798a of the statutes is amended to read:

Two-cent passenger rate on railroads. SECTION 1798a. No corporation operating a railroad in this state the gross receipts of which are or exceed three thousand five hundred dollars per mile per annum, shall demand, collect or receive a greater compensation for the transportation of persons than *
* * two cents per mile; and every such corporation shall *

* * at its * * * ticket stations within this state, on *
* * its lines of road, sell tickets at a price not to exceed
* * two cents per mile; but no such corporation shall be
compelled to accept a single fare of less than five cents.

SECTION 2. All acts and parts of acts inconsistent with this act in so far as inconsistent are repealed.

SECTION 3. This act shall take effect and be in force from and after the fifteenth day of August, 1907.

Approved July 16, 1907.

No. 321, A.]

[Published June 21, 1907.]

CHAPTER 266.

AN ACT to create section 1636p of the statutes, relating to the health and comfort of occupants of sleeping car berths.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There is added to the statutes a new section to read:

Sleeping cars: upper berth, passenger's control over; penalty. SECTION 1636p. 1. Whenever a person pays for the use of a double lower berth in a sleeping car, he shall have the right to direct whether the upper berth shall be open or closed, unless the upper berth is actually occupied by some other person; and the proprietor of the car and the person in charge of it shall comply with such direction.

2. Any person or corporation violating the provisions of this act shall be punished by imprisonment in the county jail not more than six months, or by a fine not exceeding one hundred dollars.

Approved June 19, 1907.

No. 619, S.]

[Published July 15, 1907.

CHAPTER 613.

AN ACT to amend subsection 5 of section 1828 of the statutes, relating to railroad corporations.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Subsection 5 of section 1828 of the statutes is amended to read:

Railroads may construct over or under intersecting ways. **SECTION 1828—5.** Subject to the provisions of section 1836 to construct its railroad across, *over, under,* along or upon any stream of water, water-course, street, highway plank road, turnpike or canal which its route shall intersect or touch; to carry any highway, street, turnpike or plank road which it shall touch, intersect or cross over or under its track as may be most expedient for the public good; to change the course and direction of any highway, street, turnpike or plank road when made necessary or desirable to secure more easy ascent or descent by reason of any embankment or cut made in the construction of the railroad and take land necessary therefor; provided, such highway or road be not so changed from its original course more than six rods, nor its distance thereby lengthened more than five rods.

Approved July 12, 1907.

No. 284, S.]

[Published July 15, 1907.]

CHAPTER 595.

AN ACT to amend section 1809 of the statutes, relating to the crossing of highways by railroad trains and locomotives, and to repeal section 1809a.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1809 of the statutes is amended to read:

Train speed at unguarded municipal crossings. SECTION 1809. * * * 1. *No railroad company or corporation operating a railroad in this state and whose line of road extends into or through any incorporated city or village, shall run a train or locomotive faster than twelve miles an hour while approaching and within twenty rods of any public traveled grade street crossing in such city or village.*

Train speed with gates, flagman or alarm. 2. *Whenever any such railroad company or corporation shall erect, maintain and operate gates at any public traveled grade crossing in any incorporated city or village, or shall maintain a flagman thereat such company or corporation may run a train or locomotive at a speed not to exceed thirty miles an hour while approaching and within twenty rods of and while crossing such public traveled grade crossing, and whenever such railroad company shall maintain and operate an efficient electric alarm bell or signal, properly installed and kept in good working order, at any public traveled grade crossing in any incorporated city or village, such company may run a train or locomotive at a speed of not to exceed twenty miles an hour while approaching, and within twenty rods of, and while crossing, such public grade crossing.*

Engine bell; municipal regulation. 3. *No such railroad company or corporation shall run any train or locomotive over any public traveled grade crossing within any incorporated city or village, except wherein gates are erected, maintained and operated, or a flagman is stationed, unless the engine bell shall be rung continuously within twenty rods of and until such*

crossing shall be reached by such train or locomotive. Provided, that flagmen or gates shall be placed and maintained, or such mechanical safety appliances shall be installed upon such street crossings in incorporated villages and cities over which trains pass as the public authorities of any such city or village may direct.

Bell and whistle outside municipal limits. 4. *No such railroad company or corporation shall run any train or locomotive over any public traveled grade highway crossing, outside of the limits of any incorporated city or village, unless the whistle shall be blown eighty rods from such crossing and the engine bell rung continuously from thence until such crossing be reached by such train or locomotive.*

Signs at crossings. 5. *Every such railroad company or corporation shall erect and maintain at all times at every place where its railroad track crosses a public highway or street and near such crossing a large sign board with the following inscription, painted in large letters on each side: "Look out for the Cars," in such manner as to be visible on the highway track at least a hundred feet distant on each side of such crossing.*

Actions for injury or death: negligence. 6. In any action brought by any person or his legal representatives against a railroad company or corporation operating a railroad in this state, to recover for personal injuries or death, if it appear that the injury or death in question was caused by the negligent omission of a railroad company or any such corporation to comply with the requirements of Section 1809, the fact that the person injured or killed was guilty of slight want of ordinary care contributing to the injury or death shall not bar a recovery.

Repeal. SECTION 2. Section 1809a of the statutes is hereby repealed.

Approved July 12, 1907.

No. 168, S.]

[Published July 16, 1907.]

CHAPTER 623.

AN ACT to amend section 1813 of the statutes relating to railroads.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1813 of the statutes is amended to read:

Railroads to provide fences, farm crossings and cattle guards; penalty. SECTION 1813. 1. Whenever any railroad corporation shall operate a railroad over or through inclosed lands and shall fail to construct the fences, farm crossings or cattle guards required by section 1810, proper for the use of such lands, the owner or occupant thereof may give notice in writing signed by him to such corporation, to be served as a summons in a court of record is required to be served on such corporation, to fence its road so running through his inclosed lands, describing the same, and construct the necessary farm crossings and cattle guards thereon.

2. If such company, after being so notified, neglect for three months so to construct such fences, farm crossings and cattle guards, it shall be liable to pay to such owner or occupant ten dollars for each * * * *day after the expiration of said three months* until so constructed.

3. But no time between any first day of November and the first day of April next succeeding shall be included in the three months aforesaid.

Approved July 13, 1907.

No. 618, S.]

[Published July 16, 1907.

CHAPTER 631.

AN ACT to amend section 1778a, of the statutes, as amended by chapter 319, of the laws of 1901, and chapter 304, laws of 1905, relating to condemnation proceedings.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1778a of the statutes, as amended by chapter 319, laws of 1901, and chapter 304, laws of 1905, is amended to read:

Electric line ways across railroads: condemnation proceedings. SECTION 1778a. 1. Condemnation proceedings may be instituted for the taking, by such corporation of rights, easements or interests over bridges and streams, and in land on or within public highways, roads, streets and alleys (and in the case of telegraph, telephone, heat and power transmission corporations in and on or within private alleys, *and across railroad rights of way*) over, upon or beneath which the line or system is, or is to be constructed or located, either by the corporation or any person interested in the land. They shall be commenced by petition to the circuit court or a circuit judge of the county in which the land lies.

2. The petition may be signed and verified in the same manner as pleadings in the circuit court, and shall contain the following, in substance: The highway, road, street, alley *or railway right of way* along, underneath or over which the line or system is to be or has been constructed, whether such line or system is to be or has been constructed by running wires and cables upon poles overhead, or by wires, cables or pipes in underground conduits, tunnels, or ways, or otherwise; the terminus of the line or system on such property, if any, and on which side or part of the highway the line or system is or will be located; if made by the corporation; that it intends in good faith to use such real estate, and it is required for its use; if made by another, that it is used or is designed by the corporation to be used, for telegraph, telephone purposes or for the transmission of power, heat or electric light for public purposes.

Approved July 13, 1907.

No. 410, S.]

[Published July 17, 1907.]

CHAPTER 662.

AN ACT to amend sections 1778a and 1778d of the statutes, relating to the proceedings of the commission on condemning lands by telegraph, telephone, power, heat and light companies.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1778a of the statutes is amended to read:

Electric line companies may acquire lands by condemnation. SECTION 1778a. 1. Condemnation proceedings may be instituted for the taking by such corporations mentioned in section 1778 of rights, easements, * * * interests or ownership in any lands or over bridges and streams, and in land on or within public highways, roads, streets and alleys, * * * over, upon or beneath which the line or system is or is to be constructed or located, either by the corporation or any person interested in the land. They shall be commenced by petition to the circuit court or a circuit judge of the county in which the land lies.

2. The petition may be signed and verified in the same manner as pleadings in the circuit court, and shall contain the following in substance: The *land suitably described*, highway, road, street or alley, along, underneath or over which the line or system is to be or has been constructed by running wires and cables upon poles overhead, or by wires, cables or pipes in underground conduits, tunnels, or ways, or otherwise; the terminus of the line or system on such property, if any, and on which side or part of the *lands or highway* the line or system is or will be located; if made by the corporation; that it intends in good faith to use such real estate, and it is required for its use; if made by another, that it is used or is designed by the corporation to be used, for telegraph, telephone purposes or for the transmission of power, heat or electric light for public purposes.

SECTION 2. Section 1778d of the statutes is amended to read:

Electric line companies: appraisal of compensation in condemnation proceedings. SECTION 1778d. 1. The com-

missioners shall take an oath that they will support the constitution of the United States and of the state of Wisconsin, and faithfully discharge their duty as commissioners to the best of their ability. Upon request of the corporation or any person interested in the property described in the petition, and not otherwise, they shall proceed with the performance of their duties, and may adjourn the proceedings, but not more than twice nor more than sixty days in all as to any one case.

2. They shall cause notice of the time and place of their meeting to consider the compensation to which the owner is entitled to be served personally on the owner or other person interested, or his agent, attorney or guardian ad litem, or by leaving the same at his residence, with a person of suitable age and discretion, at least ten days before such meeting. If such party be a non-resident, or his residence is unknown, and have no agent or attorney in the state known to the commissioners, the notice shall be served by publication, in such manner as the court or judge shall direct. Proof of the service of such notice, and the appearance of the parties, shall be filed in the clerk's office. No service of notice of any subsequent meeting, held pursuant to adjournment, shall be necessary.

3. The commissioner or commissioners shall view such of the premises described in the petition as are described in such written request, and hear the allegations of the parties and appraise, ascertain and determine the value of the *lands and* rights to be taken, and of each separate estate therein, and the damages sustained by the owner by reason of the taking thereof, and fix the amount of such compensation to be made to each of such owners therefor; and in fixing the amount of such compensation said commissioner or commissioners shall include all damages for the erection, construction and maintenance of a telegraph, telephone, electric light, power or heat transmission line or system for public purposes over and along or beneath such lands, public highways, roads, streets or alleys, or over such bridges or streams or overhead or underground, including such additional wires, pipes or conduits as may from time to time be placed on said line or system and of replacing the poles, pipes, conduits or tunnels from time to time, as may be necessary.

4. The commissioners may, in case of dispute, determine the places along said line in which the poles shall be set or pipes or conduits laid.

5. In no case, except where the owner consents thereto, shall poles be set in front of or upon any residence property, or in front of a building occupied for business purposes, unless the commissioners shall find that the same is necessary.

6. After the condemnation proceedings have been completed the court may still determine as to the necessity of the location, and as to whether such line or any pole or fixture thereof might be removed to some other point or place.

7. A majority of the commissioners, all being present, shall be competent to determine all matters before them. The commissioners shall, within twenty days after the last viewing any of the property so taken, make and file in the office of the clerk of the circuit court of such county, a report of their proceedings concerning such property, making separate reports in relation to the property of each distinct owner and setting forth the award made to each owner or owners thereof.

8. The commissioners shall be entitled to such compensation as the court may direct, which shall be paid by the corporation taking any of the above enumerated *lands, rights and easements*.

Approved July 16, 1907.

No. 59, A.]

[Published June 20, 1907.

CHAPTER 254.

AN ACT to amend section 1816 of the statutes, relating to liability of railroad companies for injuries sustained by employees.*

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1816 of the statutes is amended to read:

Crippling or death damages. SECTION 1816. Every railroad company * * * shall be liable for * * * damages * * * *for all injuries whether resulting in death or not, sustained by any of its employes, subject to the provisions hereinafter contained regarding contributory negligence on the part of the injured employe:*

Roadbed and machinery defects. 1. When * * * such injury is caused by a defect * * * in any locomotive, engine, car, rail, track, *roadbed*, machinery or appliance * * * used by its employes in and about the business of their employment. * * *

Fellow employees' negligence. 2. When such injury * * * *shall have been sustained by any officer, agent, servant or employe of such company, while engaged in the line of his duty as such and which such injury shall have been caused in whole or in greater part by the * * * negligence of any other officer, agent, servant or employe of such company, * * * in the discharge of, or * * * by reason of failure to discharge his duties as such. * * **

Court's questions to jury. 3. *In every action to recover for such injury the court shall submit to the jury the following questions: First, whether the company, or any officer, agent, servant or employe other than the person injured was guilty of negligence directly contributing to the injury; second, if that question is answered in the affirmative, whether the person injured was guilty of any negligence which directly contributed to the injury; third, if that question is answered in the affirmative, whether the negligence of the party so injured was slighter or greater as a contributing cause to the injury than that of the*

company, or any officer, agent, servant or employe other than the person so injured; and such other questions as may be necessary.

Comparative negligence. 4. *In all cases where the jury shall find that the negligence of the company, or any officer, agent or employe of such company, was greater than the negligence of the employe so injured, and contributing in a greater degree to such injury, then the plaintiff shall be entitled to recover, and the negligence, if any, of the employe so injured shall be no bar to such recovery.*

Question for jury. 5. *In all cases under this act the question of negligence and contributory negligence shall be for the jury.*

Contracts and rules subordinate. 6. *No contract or receipt between any employe and a railroad company, no rule or regulation promulgated or adopted by such company, and no contract, rule or regulation in regard to any notice to be given by such employe shall exempt such corporation from the full liability imposed by this act.*

• • •

"Railroad Company" defined. 7. *The phrase "railroad company," as used in this act, shall be taken to embrace any company, association, corporation or person managing, maintaining, operating, or in possession of a railroad in whole or in part within this state whether as owner, contractor, lessee, mortgagee, trustee, assignee or receiver.*

Conflict of laws. 8. *In any action brought in the courts of this state by a resident thereof, or the representative of a deceased resident, to recover damages in accordance with this act, where the employe of any railroad company owning or operating a railroad extending into or through this state and into or through any other state or states shall have received his injuries in any other state where such railroad is owned or operated, and the contract of employment shall have been made in this state, it shall not be competent for such railroad company to plead or prove the decisions or statutes of the state where such person shall have been injured as a defense to the action brought in this state.*

Shop or office employes. 9. *The provisions of this act shall not apply to employes working in shops or offices.*

Approved June 19, 1907.

No. 73, A.]

[Published July 13, 1907.

CHAPTER 581.

AN ACT to amend section 4256 of the statutes relating to the liability of railway companies for the death of any person.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 4256 of the statutes is amended to read:

Recovery of death damages: recipient's and maximum.

SECTION 4256. Every such action shall be brought by and in the name of the personal representative of such deceased person, and the amount recovered shall belong and be paid over to the husband or widow of such deceased person, if such relative survive him or her; but if no husband or widow survive the deceased, the amount recovered shall be paid over to his or her lineal descendants and to his or her lineal ancestors in default of such descendants; but if no husband or widow or lineal descendant or ancestor survive the deceased, the amount recovered shall be paid over to the brothers and sisters; and in every such action the jury may give such damages, * * * *not exceeding ten thousand dollars, as they may deem fair and just in reference to the pecuniary injury resulting from such death to the relatives of the deceased specified in this section.*

Approved July 12, 1907.

No. 642: A.]

[Published July 12, 1907.]

CHAPTER 536.

AN ACT to create sections 940j—41 to 940j—44, inclusive, statutes of 1898, authorizing cities to compel common use of street railway tracks by two street or electric railway companies.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes of 1898, four new sections to read:

Street railway: parallel tracks owned separately; cities may require joint use. SECTION 940j—41. If any city grants, or shall have granted, to each of two street or electric railroad companies, the right to build or operate a railroad upon any portion of any street, alley, bridge or public highway in such city, and each of said two companies shall have built or acquired a track upon which it is operating cars in both directions, then it shall be within the power of the common council of such city to require by ordinance, that the two companies shall jointly use such two tracks, and upon the expiration of ninety days after the passage and publication of such ordinance neither of said companies shall operate cars upon its own track except in one direction, which is determined by said ordinance.

Companies' procedure looking to joint use. SECTION 940j—42. Any such street or electric railroad corporation which is so operated upon one of the tracks on any such street, alley, bridge or public way, shall have the power to take or acquire, by condemnation or otherwise, the right to enter upon and run its cars over the track, or tracks, of such other street or electric railway corporation heretofore or hereafter constructed on such portion of any such street, alley, bridge or public highway upon such terms as may be mutually agreed upon, and if the corporations do not agree upon the manner and conditions of such entry and use, or the terms and compensation to be made, the same, having reference to the conveniences and necessity of the corporations and of the public, shall be determined by commissioners

to be appointed by the court as is provided in chapter 87 of the statutes of 1898 in respect to acquiring title to real estate by railroad corporations, and on an appeal from the determination and award of such commissioners to the circuit court, as provided by said chapter, such court shall have power to review, reverse, modify or affirm such award, both as to the amount of compensation therein made, and as to the manner, terms and conditions of such entry and use.

Appeal not to delay use. SECTION 940j—43. The appeal herein authorized shall not prevent the entry and use of said tracks by the petitioning electric railway company, in the manner determined by the commissioners, upon the filing of such determination and award with the clerk of the circuit court and the payment of the compensation awarded, as and when the same become due to such street or electric railway company, or to the clerk of court for its benefit.

Poles and span wires; joint use. SECTION 940j—44. Any such street or electric railroad company shall have a right to construct and maintain feed and trolley wires on the poles and span wires of the company on such portions of said street, alley, bridge and public highway, and the compensation for the use of such poles and wires shall be fixed as above provided for the use of tracks; or in case conduits or other methods of placing or carrying wires for power are used, the said conduits or other methods may be used for placing or carrying the feed wires for power.

Approved July 9, 1907.

No. 837, A.]

[Published July 12, 1907.]

CHAPTER 517.

AN ACT to create sections 959—30l, 959—30m and 959—30n of the statutes, authorizing cities to lay and maintain tracks for a street railway upon and along bridges and viaducts within such cities, and to lease the same to street railway companies.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes three new sections to read:

Cities may lay tracks on bridges and viaducts. SECTION 959—30l. All cities are authorized and empowered to lay and maintain tracks for street railways upon and along bridges and viaducts within such cities

Lease of such tracks to companies. SECTION 959—30m. Whenever any city of the state shall have caused to be laid and maintained tracks for street railways upon and along any bridge or viaduct within such city, such city may, through its common council, by ordinance lease such tracks to any street railway company authorized to operate street railways in such city, upon such terms as such common council may deem proper and expedient.

But no exclusive franchise. SECTION 959—30n. Such common council is prohibited from granting an exclusive franchise for the use of such tracks to a single street railway company, and is prohibited from granting an exclusive franchise to any single street railway company upon any street or streets running toward such bridge or viaduct as to prevent any other street railway company or companies from approaching and operating upon and along such tracks upon such bridge or viaduct.

Approved July 9, 1907.

No. 438, A.]

[Published June 26, 1907.]

CHAPTER 402.

AN ACT to create sections 1809r to 1809u, inclusive, of the statutes, providing that railway trains shall not be run without a full crew.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes five new sections to read:

Full passenger crew; exemptions. **SECTION 1809r.** It shall be unlawful for any railroad company doing business in the state of Wisconsin to run over its road, or part of its road, outside of the yard limits, any passenger train with three cars or less, with less than a full passenger crew, consisting of one engineer, one fireman, one conductor and one brakeman; for more than three cars, two brakemen; and on trains of more than three cars the said brakeman shall not be required to perform the duties of the baggage master or express agent while on the road. Nothing in this section shall apply to trains picking up a car or cars between terminals in this state, or to trains propelled by electricity.

Freight crew of five. **SECTION 1809s.** It shall be unlawful for any railroad company in the state of Wisconsin to run over its road, or any part thereof, outside of yard limits, any freight train of three cars or more with less than a full train crew consisting of five persons: one engineer, one fireman, one conductor, and two brakemen.

Penalty. **SECTION 1809t.** Any superintendent or train master or their assistants or any other officer, or employe of any railroad company doing business in the state of Wisconsin, operating more than twenty-five miles of road who shall send out on the road, or cause to be sent out on the road outside of yard limits, any passenger train or any freight train whose crew consists of less than the number required in sections 1809r and 1809s of this act, shall be guilty of a misdemeanor, and upon conviction shall be fined not less than fifty dollars for each offense.

Circuit court jurisdiction. SECTION 1809u. The circuit courts of the several counties of this state shall have jurisdiction of offenses under this act.

Approved June 25, 1907.

No. 166, A.]

[Published May 4, 1907.]

CHAPTER 70.

AN ACT to create sections 1326m and 1326n, statute of 1898, relating to obstructions to highways outside of any incorporated city.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes of 1898, two new sections to read:

Railroad cars obstructing country highways. SECTION 1326m. It shall be unlawful to stop any railroad train or electric train upon or across any highway or street crossing or to leave any car or locomotive standing upon or across any highway or street crossing outside the limits of incorporated cities for a longer time than ten minutes, except in case of accident.

Penalty. SECTION 1326n. Any conductor, or other person who shall violate any of the provisions of section 1326m of this act, shall be fined for every offense not more than twenty-five dollars and costs of prosecution, or shall be imprisoned in the county jail not more than fifteen days.

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved May 3, 1907.

No. 216, A.]

[Published May 22, 1907.

CHAPTER 120.

AN ACT to create section 1299h—1, statutes of 1898, relating to railway crossings.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There is added to the statutes of 1898 a new section to read:

Railway crossings upon town and village highways.

SECTION 1299h—1. Whenever any highway in any town or incorporated village, without the limits of any incorporated city, shall extend upon, over or across the tracks or right of way of any railway company, such railway company shall, at its own expense, construct, grade and maintain in safe condition for public travel, the portion of such highway or crossing extending upon, over or across the tracks or right of way of such railway company. Whenever any such town or village shall permanently improve or macadamize such highway extending upon, over or across the tracks or right of way of any such railway company, such railway company shall, at its own expense, improve or macadamize such portion of such highway as shall extend upon, over or across the tracks or right of way of such railway company, in substantially the same manner and of substantially the same materials as such town shall have used.

Approved May 21, 1907.

No. 374, A.]

[Published June 26, 1907.

CHAPTER 390.

AN ACT to create section 1636—58, of the statutes, relating to the operation of street and interurban railways.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There is added to the statutes a new section to read:

Street and interurban railways: car fenders mandatory.
SECTION 1636—58. 1. Every person, firm or corporation operating any street or interurban railway or other railway operating cars similar to those used by street or interurban railways shall provide all cars operated singly, and the front car in all trains, with suitable fenders or pilots so arranged and constructed as to protect the lives, limbs and bodies of all persons that may be upon the street or highway, against injury by striking or running over them.

Penalties. 2. Any person, firm or corporation who shall fail or neglect to comply with the provisions of this section shall be punished by a fine of not less than fifty dollars nor more than one hundred dollars for each day during which such neglect or failure continues and the manager of such railway who causes such violation or permits same shall be liable with said person, firm or corporation to said fine.

SECTION 2. This act shall take effect and be in force from and after January 1st, 1909.

Approved June 25, 1907.

No. 408, S.]

[Published July 13, 1907.]

CHAPTER 580.

AN ACT to amend section 1863a of the statutes, as amended relating to condemnation proceedings by street and electric railway companies.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1863a of the statutes is amended to read:

Street railways may condemn way for electrical current. SECTION 1863a. 1. Any street or electric railway corporation * * * *may lay out its right of way not exceeding one hundred feet in width and acquire the same by condemnation and to construct its railway thereon; and may acquire a right of way not exceeding two rods in width, for the purpose of conveying or transmitting electrical current from the power house where the same is generated to the electric or street railway system operated thereby, and for the purpose of furnishing light, heat, and power for public purposes, * * ** wherever such corporation has constructed its railway on any street or highway under a franchise granted to it by any town or village board or city council, such corporation shall not, during the term of such franchise, abandon or discontinue any part of such railway on a public street or highway within any town, village or city without the consent of the proper town or village board or city council.

And various other purposes. 2. For the purpose of cuttings and embankments and of obtaining gravel or other material such railway may take as much more land as may be necessary for the proper construction, operation and security of the road and cut down any standing trees that may be in danger of falling on the road, making compensation therefor as provided in chapter 87 of the statutes, for lands taken by railroad companies, and any such street or electric railway corporation may acquire by purchase, grant or condemnation and may hold or use such real estate or other real or personal property as may be necessary for the construction, maintenance and operation of its railroad and of the stations, depot grounds

and other accommodations reasonably necessary to accomplish the objects of incorporation; and when reasonably necessary may take and acquire by condemnation or otherwise the right to run its cars over any bridge owned by any city of the second, third and fourth classes, towns and villages, and the approaches thereto on the rails of any other street or electric railway which it may meet, join, intersect or cross.

Other lines: power to intersect, join, unite; passage of trains. 3. All the provisions of subsection six of section 1828 of these statutes relative to railroad crossings, shall apply to street and electric railways. The commissioners therein named shall have power to determine the place at, and manner in which grade or other crossings shall be made, and on appeal from the determination and award of such commissioners to the circuit court as provided by this chapter, in condemnation proceedings, such court shall have power to review, reverse, modify or affirm such award, both as to the amount of compensation therein provided, and as to the manner of making such crossing, and may make such reasonable provisions as it shall deem necessary for public safety; provided the provisions of section 1808 of the statutes, shall not apply to trains operated by steam at crossings of such electric railways, and provided further that the appeal herein authorized shall not prevent the construction of such crossing in the manner determined by the commissioners, and the use of the same by the petitioner upon the filing of such determination and award, with the clerk of the circuit court and the payment of the amount of compensation awarded to the railroad company, or to the clerk of the court for its benefit; but the circuit court may in its discretion require the petitioning company to maintain a flagman or other safeguard at such crossing pending the determination of such appeal.

Surveys. 4. * * * Such railways shall have the power to cause such examination and surveys for its proposed railroad to be made as may be necessary to the selection of the most advantageous route, and for such purpose, by its officers or agents and servants, to enter upon the lands or waters of any person, but subject to responsibility for all damage which shall be done thereto.

Eminent domain; fences, cattle guards. 5. All the provisions of these statutes relating to the exercise of eminent

domain by railroad companies shall apply to street and electric railway corporations, * * * but nothing herein shall apply to any park or boulevard in any city or village, nor to any street, alley, bridge or viaduct therein, unless the use of such park, boulevard, street, alley, bridge or viaduct shall first be granted to such street or electric railway company by a franchise duly passed by the board of trustees or common council of such village or city; and * * * nothing herein shall apply to the right of the public or the title of any city or village, in and to any park, boulevard, street, alley, bridge or viaduct within its limits. * * * As far as applicable to the provisions of sections 1810, 1811, 1812, 1813, and 1814 of the statutes, relating to the construction and maintenance of fences and cattle guards by railroad companies, shall apply to street and electric railways.

Way for electrical current. 6. *All the provisions of these statutes relative to condemnation for the purpose of acquiring a right of way on which to construct and operate its railway, shall apply to acquiring such right of way for the purpose of transmitting electrical current as aforesaid; provided nothing herein contained shall be deemed to authorize such street or electric railway corporation to acquire any right of way for either or both purposes, exceeding one hundred feet in width.*

Approved July 12, 1907.

No. 629, S.]

[Published July 13, 1907.]

CHAPTER 578.

AN ACT to create sections 1797t—1 to 1797t—12, inclusive, of the statutes, relating to franchises of street railway companies and to purchase of the property of street railway companies by the municipality.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes twelve new sections to read:

Street railway franchises: definitions of terms used in sections 1797t—1 to 1797t—12 inclusive. SECTION 1797t—1. 1. The term "municipal council" as used in this act shall mean and embrace the common council, the board of aldermen, the board of trustees, the town or village board, or any other governing body of any town, village or city wherein the property of a street railway company or any part thereof is located.

2. The term "municipality" as used in this act shall mean any town, village or city wherein property of a street railway company or any part thereof is located.

3. The term "indeterminate permit" as used in this act shall mean and embrace every grant, directly or indirectly from the state, to any street railway company, of power, right or privilege to own, operate, manage or control any street railway plant or equipment or any part thereof within this state, which shall continue in force until such time as the municipality shall exercise its option to purchase as provided in this act or until it shall be otherwise terminated according to law.

4. The term "commission" as used in this act shall mean the railroad commission of Wisconsin.

Street railway grants hereafter indeterminate; municipal acquisition. SECTION 1797t—2. Every license, permit or franchise hereafter granted to any street railway company shall have the effect of an indeterminate permit subject to the provisions of this act, and subject to the provision that the municipality in which the major part of its property is situated

may purchase the property of such street railway company actually used and useful for the convenience of the public at any time as provided herein, paying therefor just compensation to be determined by the commission and according to the terms and conditions fixed by said commission. Any such municipality is authorized to purchase such property, and every such street railway company is required to sell such property at the compensation and according to the terms and conditions determined by the commission as herein provided.

Voluntary re-license under indeterminate permit; contract waiver implied. SECTION 1797t—3. Any street railway company operating under an existing license, permit or franchise shall, upon filing at any time prior to the expiration of such license, permit or franchise, with the clerk of the municipality which granted such franchise and with the commission, a written declaration legally executed that, it surrenders such license, permit or franchise, receive by operation of law in lieu thereof, an indeterminate permit as provided in this act; and such street railway company shall hold such permit under all the terms, conditions and limitations of this act. The filing of such declaration shall be deemed a waiver by such street railway company of the right to insist upon the fulfillment of any contract theretofore entered into relating to any rate, fare, charge or service regulated by sections 1797—1 to 1797—38 of the statutes, as amended.

Grants hereafter: implied consent and waiver. SECTION 1797t—4. Any street railway company accepting or operating under any license, permit or franchise hereafter granted, except where such license, permit or franchise is for an extension of any line or system constructed or authorized at the time this act shall go into effect, and which license, permit or franchise for such extension shall expire at the same date as the license, permit or franchise under which such line or system is then being operated, shall, by acceptance of any such indeterminate permit be deemed to have consented to a future purchase of its property actually used and useful for the convenience of the public, by the municipality in which the major part of it is situate for the compensation and under the terms and conditions determined by the commission, and shall thereby be deemed to have waived the right of requiring the necessity of such taking to be established by the verdict of a jury, and to

have waived all other remedies and rights relative to condemnation by such municipality, except such rights and remedies as are provided in this act.

Power of municipalities to acquire. SECTION 1797t—5.

1. At any time within three years prior to the expiration of the term of the license, permit or franchise under which any street railway is operating at the time this act goes into effect, any municipality shall have the power, subject to the provisions of this act, to acquire by condemnation the property of any street railway company, actually used and useful for the convenience of the public.

2. Any municipality shall have the power, subject to the provisions of this act, to acquire by purchase as provided in this act, the property of any street railway company actually used and useful for the convenience of the public operating under any indeterminate permit as provided herein.

Grants now existing: municipality's action to acquire.

SECTION 1797t—6. If the municipality shall have determined to acquire an existing plant then operated under a license, permit or franchise existing at the time this act takes effect, such municipality shall bring an action in the circuit court against the street railway company as defendant praying the court for an adjudication as to the necessity of such taking by the municipality, in which action the complaint shall be served with the summons. The street railway company shall serve and file its answer to such complaint within ten days after the service thereof; whereupon such action shall be at issue and stand ready for trial upon ten days' notice by either party. All such actions shall have precedence over any civil cause of a different nature pending in such court.

Under indeterminate permit, municipality's notice for acquisition. SECTION 1797t—7. If the municipality shall have determined to acquire an existing plant and the street railway company owning such plant shall have consented to the taking over of such plant by the municipality by acceptance of an indeterminate permit as provided herein; or, in case such street railway company shall not have consented to such taking if the jury shall have found that a necessity exists for the taking of such plant, then the municipality shall give speedy notice of such determination and of such consent or such verdict of a jury to the street railway company and to the commission.

may purchase the property of such street railway company actually used and useful for the convenience of the public at any time as provided herein, paying therefor just compensation to be determined by the commission and according to the terms and conditions fixed by said commission. Any such municipality is authorized to purchase such property, and every such street railway company is required to sell such property at the compensation and according to the terms and conditions determined by the commission as herein provided.

Voluntary re-license under indeterminate permit; contract waiver implied. SECTION 1797t—3. Any street railway company operating under an existing license, permit or franchise shall, upon filing at any time prior to the expiration of such license, permit or franchise, with the clerk of the municipality which granted such franchise and with the commission, a written declaration legally executed that, it surrenders such license, permit or franchise, receive by operation of law in lieu thereof, an indeterminate permit as provided in this act; and such street railway company shall hold such permit under all the terms, conditions and limitations of this act. The filing of such declaration shall be deemed a waiver by such street railway company of the right to insist upon the fulfillment of any contract theretofore entered into relating to any rate, fare, charge or service regulated by sections 1797—1 to 1797—38 of the statutes, as amended.

Grants hereafter: implied consent and waiver. SECTION 1797t—4. Any street railway company accepting or operating under any license, permit or franchise hereafter granted, except where such license, permit or franchise is for an extension of any line or system constructed or authorized at the time this act shall go into effect, and which license, permit or franchise for such extension shall expire at the same date as the license, permit or franchise under which such line or system is then being operated, shall, by acceptance of any such indeterminate permit be deemed to have consented to a future purchase of its property actually used and useful for the convenience of the public, by the municipality in which the major part of it is situate for the compensation and under the terms and conditions determined by the commission, and shall thereby be deemed to have waived the right of requiring the necessity of such taking to be established by the verdict of a jury, and to

have waived all other remedies and rights relative to condemnation by such municipality, except such rights and remedies as are provided in this act.

Power of municipalities to acquire. SECTION 1797t—5.

1. At any time within three years prior to the expiration of the term of the license, permit or franchise under which any street railway is operating at the time this act goes into effect, any municipality shall have the power, subject to the provisions of this act, to acquire by condemnation the property of any street railway company, actually used and useful for the convenience of the public.

2. Any municipality shall have the power, subject to the provisions of this act, to acquire by purchase as provided in this act, the property of any street railway company actually used and useful for the convenience of the public operating under any indeterminate permit as provided herein.

Grants now existing: municipality's action to acquire.

SECTION 1797t—6. If the municipality shall have determined to acquire an existing plant then operated under a license, permit or franchise existing at the time this act takes effect, such municipality shall bring an action in the circuit court against the street railway company as defendant praying the court for an adjudication as to the necessity of such taking by the municipality, in which action the complaint shall be served with the summons. The street railway company shall serve and file its answer to such complaint within ten days after the service thereof; whereupon such action shall be at issue and stand ready for trial upon ten days' notice by either party. All such actions shall have precedence over any civil cause of a different nature pending in such court.

Under indeterminate permit, municipality's notice for acquisition. SECTION 1797t—7. If the municipality shall have determined to acquire an existing plant and the street railway company owning such plant shall have consented to the taking over of such plant by the municipality by acceptance of an indeterminate permit as provided herein; or, in case such street railway company shall not have consented to such taking if the jury shall have found that a necessity exists for the taking of such plant, then the municipality shall give speedy notice of such determination and of such consent or such verdict of a jury to the street railway company and to the commission.

Compensation for property determined by commission.

SECTION 1797t—8. The commission shall thereupon after public hearing and within three months from the receipt of such notice and upon notice to the municipality and the street railway company interested, by order fix and determine and certify to the municipal council and to the street railway company, just compensation to be paid for the taking of the property of such street railway company actually used and useful for the convenience of the public, and all other terms and all conditions of sale and purchase which it shall ascertain to be reasonable. The compensation and other terms and the conditions of sale and purchase thus certified by the commission shall constitute the compensation and terms and conditions to be paid, followed and observed in the purchase of such plant from such street railway company upon the filing of such certificate with the clerk of such municipality, the exclusive use of the property taken shall vest in such municipality.

Appeal from compensation order. SECTION 1797t—9.

Any street railway company or the municipality being dissatisfied with such order, may commence and prosecute an action in the circuit court to alter or amend such order or any part thereof as provided in sections 1797m—64 to 1797m—73 inclusive of the statutes, and said sections so far as applicable shall apply to such action.

If decision for commission. SECTION 1797t—10. If the plaintiff shall not establish to the full satisfaction of the court that the compensation fixed and determined in such order is unlawful or that some of the terms or conditions fixed and determined therein are in some particulars unreasonable, the compensation, terms and conditions fixed in said order shall be the compensation, terms and conditions to be paid, followed and observed in the purchase of said plant from such street railway company.

If decision for street railway. SECTION 1797t—11. If the plaintiff shall establish to the full satisfaction of the court and the court shall adjudge that such compensation is unlawful or that some of such terms or conditions are unreasonable, the court shall remand the same to the commission with such findings of fact and conclusions of law as shall set forth in detail the reasons for such judgment and the specific particulars in

which such order of the commission is adjudged to be unreasonable or unlawful.

Reconsideration of compensation. SECTION 1797t—12. 1. If the compensation fixed by the previous order of the commission be adjudged to be unlawful, the commission shall forthwith proceed to set a re-hearing for the re-determination of such compensation as in the first instance.

2. The commission shall forthwith otherwise alter and amend such previous order with or without a re-hearing as it may deem necessary, so that the same shall be reasonable and lawful in every particular.

Approved July 12, 1907.

PART VII.

Public Utilities.

No. 933, A.]

[Published July 11, 1907.

CHAPTER 499.

AN ACT to create sections 1797m—1 to 1797m—108, inclusive, statutes of 1898, giving the Wisconsin railroad commission jurisdiction over public utilities, providing for the regulation of such public utilities, appropriating a sum sufficient to carry out the provisions of this act, and repealing certain acts in conflict with the provisions hereof.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes of 1898, 108 new sections to read:

Public utilities law: definitions; "public utility," etc.

SECTION 1797m—1. 1. The term "public utility" as used in this act shall mean and embrace every corporation, company, individual, association of individuals, their lessees, trustees or receivers appointed by any court whatsoever, and every town, village or city that now or hereafter may own, operate, manage or control any plant or equipment or any part of a plant or equipment within the state, for the conveyance of telephone messages or for the production, transmission, delivery or furnishing of heat, light, water or power either directly or indirectly to or for the public.

2. The term "municipal council" as used in this act shall mean and embrace the common council, the board of aldermen, the board of trustees, the town or village board, or any other

governing body of any town, village or city wherein the property of the public utility or any part thereof is located.

3. The term "municipality" as used in this act shall mean any town, village or city wherein property of a public utility or any part thereof is located.

4. The term "service" is used in this act in its broadest and most inclusive sense.

5. The term "indeterminate permit" as used in this act shall mean and embrace every grant, directly or indirectly from the state, to any corporation, company, individual, association of individuals, their lessees, trustees or receivers appointed by any court whatsoever, of power, right or privilege to own, operate, manage or control any plant or equipment or any part of a plant or equipment within this state for the production, transmission, delivery or furnishing of heat, light, water or power, either directly or indirectly, to or for the public, which shall continue in force until such time as the municipality shall exercise its option to purchase as provided in this act or until it shall be otherwise terminated according to law.

6. The term "commission" as used in this act shall mean the railroad commission of Wisconsin.

Railroad commission's powers. SECTION 1797m—2. The railroad commission of Wisconsin is vested with power and jurisdiction to supervise and regulate every public utility in this state and to do all things necessary and convenient in the exercise of such power and jurisdiction.

Utility charges to be reasonable and just. SECTION 1797m—3. Every public utility is required to furnish reasonably adequate service and facilities. The charge made by any public utility for any heat, light, water or power produced, transmitted, delivered or furnished or for any telephone message conveyed or for any service rendered or to be rendered in connection therewith shall be reasonable and just, and every unjust or unreasonable charge for such service is prohibited and declared unlawful.

Facilities to be granted to other utilities; complaint and appeal. SECTION 1797m—4. 1. Every public utility, and every person, association or corporation having conduits, subways, poles or other equipment on, over or under any street or highway shall for a reasonable compensation permit the use

of the same by any public utility whenever public convenience and necessity require such use and such use will not result in irreparable injury to the owner or other users of such equipment nor in any substantial detriment to the service to be rendered by such owners or other users.

2. In case of failure to agree upon such use or the conditions or compensation for such use any public utility or any person, association or corporation interested may apply to the commission, and if after investigation the commission shall ascertain that public convenience and necessity require such use and that it would not result in irreparable injury to the owner or other users of such equipment nor in any substantial detriment to the service to be rendered by such owner or other users of such equipment, it shall by order direct that such use be permitted and prescribe reasonable conditions and compensation for such joint use.

3. Such use so ordered shall be permitted and such conditions and compensation so prescribed shall be the lawful conditions and compensation to be observed, followed and paid, subject to recourse to the courts upon the complaint of any interested party as provided in section 1797m—64 to 1797m—73, inclusive, and such sections so far as applicable shall apply to any action arising on such complaint so made. Any such order of the commission may be from time to time revised by the commission upon application of any interested party or upon its own motion.

Utility property; valuation. SECTION 1797m—5. The commission shall value all the property of every public utility actually used and useful for the convenience of the public. In making such valuation the commission may avail itself of any information in possession of the state board of assessment.

Valuation: commission's hearing and report. SECTION 1797m—6. 1. Before final determination of such value the commission shall, after notice to the public utility, hold a public hearing as to such valuation in the manner prescribed for a hearing in sections 1797m—45 to 1797m—55 inclusive, and the provisions of such sections so far as applicable shall apply to such hearing.

2. The commission shall within five days after such valuation is determined serve a statement thereof upon the public utility interested, and shall file a like statement with the clerk of every municipality in which any part of the plant or equipment of such public utility is located.

Re-valuation. SECTION 1797m—7. The commission may at any time on its own initiative make a re-valuation of such property.

Uniform accounting by utilities; other business separate. SECTION 1797m—8. 1. Every public utility shall keep and render to the commission in the manner and form prescribed by the commission uniform accounts of all business transacted.

2. Every public utility engaged directly or indirectly in any other business than that of the production, transmission or furnishing of heat, light, water or power or the conveyance of telephone messages shall, if required by the commission, keep and render separately to the commission in like manner and form the accounts of all such other business, in which case all the provisions of this act shall apply with like force and effect to the books, accounts, papers and records of such other business.

Forms of book-keeping; prescription. SECTION 1797m—9. The commission shall prescribe the forms of all books, accounts, papers and records required to be kept, and every public utility is required to keep and render its books, accounts, papers and records accurately and faithfully in the manner and form prescribed by the commission and to comply with all directions of the commission relating to such books, accounts, papers and records

Blanks. SECTION 1797m—10. The commission shall cause to be prepared suitable blanks for carrying out the purposes of this act, and shall, when necessary, furnish such blanks to each public utility.

No other books. SECTION 1797m—11. No public utility shall keep any other books, accounts, papers or records of the business transacted than those prescribed or approved by the commission.

Books: office for; no removal from state. SECTION 1797m—12. Each public utility shall have an office in one of the towns, village or cities in this state in which its property or some part thereof is located, and shall keep in said office all such books, accounts, papers and records as shall be required by the commission to be kept within the state. No books, ac-

counts, papers or records required by the commission to be kept within the state shall be at any time removed from the state, except upon such conditions as may be prescribed by the commission.

Balance sheet filed annually. SECTION 1797m—13. The accounts shall be closed annually on the 30th day of June and a balance sheet of that date promptly taken therefrom. On or before the first day of August following, such balance sheet together with such other information as the commission shall prescribe, verified by an officer of the public utility, shall be filed with the commission.

Audit and inspection. SECTION 1797m—14. 1. The commission shall provide for the examination and audit of all accounts, and all items shall be allocated to the accounts in the manner prescribed by the commission.

2. The agents, accountants or examiners employed by the commission shall have authority under the direction of the commission to inspect and examine any and all books, accounts, papers, records and memoranda kept by such public utilities.

Depreciation rates and accounts; commission's rules; depreciation fund and use thereof. SECTION 1797m—15.

1. Every public utility shall carry a proper and adequate depreciation account whenever the commission after investigation shall determine that such depreciation account can be reasonably required. The commission shall ascertain and determine what are the proper and adequate rates of depreciation of the several classes of property of each public utility. The rates shall be such as will provide the amounts required over and above the expense of maintenance, to keep such property in a state of efficiency corresponding to the progress of the industry. Each public utility shall conform its depreciation accounts to such rates so ascertained and determined by the commission. The commission may make changes in such rates of depreciation from time to time as it may find to be necessary.

2. The commission shall also prescribe rules, regulations, and forms of accounts regarding such depreciation which the public utility is required to carry into effect.

3. The commission shall provide for such depreciation in fixing the rates, tolls and charges to be paid by the public.

4. All moneys thus provided for shall be set aside out of the

earnings and carried in a depreciation fund. The moneys in this fund may be expended in new constructions, extensions or additions to the property of such public utility, or invested, and if invested the income from the investments shall also be carried in the depreciation fund. This fund and the proceeds thereof shall be used for no other purpose than as provided in this section and for depreciation.

New constructions; accounting. SECTION 1797m—16. The commission shall keep itself informed of all new construction, extensions and additions to the property of such public utilities and shall prescribe the necessary forms, regulations and instructions to the officers and employes of such public utilities for the keeping of construction accounts, which shall clearly distinguish all operating expenses and new construction.

Profit-sharing and sliding scales, when and while commission approves. SECTION 1797m—17. 1. Nothing in this act shall be taken to prohibit a public utility from entering into any reasonable arrangement with its customers or consumers or with its employes, for the division or distribution of its surplus profits, or providing for a sliding scale of charges, or other financial device that may be practicable and advantageous to the parties interested. No such arrangement or device shall be lawful until it shall be found by the commission, after investigation, to be reasonable and just and not inconsistent with the purposes of this act. Such arrangement shall be under the supervision and regulation of the commission.

2. The commission shall ascertain, determine and order such rates, charges and regulations as may be necessary to give effect to such arrangement, but the right and power to make such other and further changes in rates, charges and regulations as the commission may ascertain and determine to be necessary and reasonable and the right to revoke its approval and amend or rescind all orders relative thereto is reserved and vested in the commission notwithstanding any such arrangement and mutual agreement.

Report by utilities; items. SECTION 1797m—18. Each public utility shall furnish to the commission in such form and at such times as the commission shall require, such accounts, reports and information as shall show in itemized detail: (1) the depreciation per unit, (2) the salaries and wages separately

per unit, (3) legal expenses per unit, (4) taxes and rentals separately per unit, (5) the quantity and value of material used per unit, (6) the receipts from residuals, by-products, services or other sales separately per unit, (7) the total and net cost per unit, (8) the gross and net profit per unit, (9) the dividends and interest per unit, (10) surplus or reserve per unit, (11) the prices per unit paid by consumers; and in addition such other items, whether of a nature similar to those hereinbefore enumerated or otherwise, as the commission may prescribe in order to show completely and in detail the entire operation of the public utility in furnishing the unit of its product or service to the public.

Commission's reports, annual and other; values shown.

SECTION 1797m—19. 1. The commission shall publish annual reports showing its proceedings and showing in tabular form the details per unit as provided in section 1797m—18 for all the public utilities of each kind in the state, and such monthly or occasional reports as it may deem advisable.

2. The commission shall also publish in its annual reports the value of all the property actually used and useful for the convenience of the public and the value of the physical property actually used and useful for the convenience of the public, of every public utility as to whose rates, charges, service or regulations any hearing has been held by the commission under section 1797m—45 and 1797m—46 or the value of whose property has been ascertained by it under section 1797m—5.

Commission's records public. SECTION 1797m—20. All facts and information in the possession of the commission shall be public and all reports, records, files, books, accounts, papers and memoranda of every nature whatsoever in their possession shall be open to inspection by the public at all reasonable times except as provided in section 1797m—21.

Temporary secrecy. SECTION 1797m—21. 1. Whenever the commission shall determine it to be necessary in the interest of the public to withhold from the public any facts or information in its possession, such facts may be withheld for such period after the acquisition thereof not exceeding ninety days as the commission may determine.

2. No facts or information shall be withheld by the commission from the public for a longer period than ninety days nor

be so withheld for any reason whatsoever other than in the interest of the public.

Units of product or service. SECTION 1797m—22. The commission shall ascertain and prescribe for each kind of public utility suitable and convenient standard commercial units of product or service. These shall be lawful units for the purposes of this act.

Standard measurements; accurate appliances. SECTION 1797m—23. 1. The commission shall ascertain and fix adequate and serviceable standards for the measurement of quality, pressure, initial voltage or other condition pertaining to the supply of the product or service rendered by any public utility and prescribe reasonable regulations for examination and testing of such product or service and for the measurement thereof.

2. It shall establish reasonable rules, regulations, specifications and standards to secure the accuracy of all meters and appliances for measurements, and every public utility is required to carry into effect all orders issued by the commission relative thereto.

3. Nothing contained in this section shall limit in any manner any powers or authority vested in municipal corporations as provided in section 1797m—87.

Tests of measuring instruments; fees. SECTION 1797m—24. 1. The commission shall provide for the examination and testing of any and all appliances used for the measuring of any product or service of a public utility.

2. Any consumer or user may have any such appliance tested upon payment of the fees fixed by the commission.

3. The commission shall declare and establish reasonable fees to be paid for testing such appliances on the request of the consumers or users, the fee to be paid by the consumer or user at the time of his request, but to be paid by the public utility and repaid to the consumer or user if the appliance be found defective or incorrect to the disadvantage of the consumer or user.

Public equipment for tests. SECTION 1797m—25. The commission may purchase such materials, apparatus and standard measuring instruments for such examinations and tests as it may deem necessary.

Entry upon premises. SECTION 1797m—26. The commission, its agents, experts or examiners, shall have power to enter upon any premises occupied by any public utility for the purpose of making the examinations and tests provided in this act and to set up and use on such premises any apparatus and appliances and occupy reasonable space therefor.

Publicity of rate schedules. SECTION 1797m—27. Every public utility shall file with the commission within a time to be fixed by the commission, schedules which shall be open to public inspection, showing all rates, tolls and charges which it has established and which are in force at the time for any service performed by it within the state, or for any service in connection therewith or performed by any public utility controlled or operated by it. The rates, tolls and charges shown on such schedules shall not exceed the rates, tolls and charges in force April 1, 1907.

Publicity of rules and regulations. SECTION 1797m—28. Every public utility shall file with and as a part of such schedule all rules and regulations that in any manner effect the rates charged or to be charged for any service.

Files accessible to public. SECTION 1797m—29. A copy of so much of said schedules as the commission shall deem necessary for the use of the public shall be printed in plain type, and kept on file in every station or office of such public utility where payments are made by the consumers or users, open to the public, in such form and place as to be readily accessible to the public and as can be conveniently inspected.

Publicity of joint rates. SECTION 1797m—30. Where a schedule of joint rates or charges is or may be in force between two or more public utilities, such schedules shall in like manner be printed and filed with the commission and so much thereof as the commission shall deem necessary for the use of the public shall be filed in every such station or office as provided in section 1797m—29.

Changes of rates; ten days' notice. SECTION 1797m—31. No change shall thereafter be made in any schedule, including schedules of joint rates, except upon ten days' notice to the commission, and all such changes shall be plainly indicated upon

existing schedules, or by filing new schedules in lieu thereof ten days prior to the time the same are to take effect; provided, that the commission, upon application of any public utility may prescribe a less time within which a reduction may be made.

Publicity of revised schedules. SECTION 1797m—32. Copies of all new schedules shall be filed as hereinbefore provided in every station and office of such public utility where payments are made by consumers or users ten days prior to the time the same are to take effect, unless the commission shall prescribe a less time.

Unlawful to depart from schedules. SECTION 1797m—33. It shall be unlawful for any public utility to charge, demand, collect or receive a greater or less compensation for any service performed by it within the state or for any service in connection therewith than is specified in such printed schedules, including schedules of joint rates, as may at the time be in force, or to demand, collect or receive any rate, toll or charge not specified in such schedule. The rates, tolls and charges named therein shall be the lawful rates, tolls and charges until the same are changed as provided in this act.

Schedule forms prescribed. SECTION 1797m—34. The commission may prescribe such changes in the form in which the schedules are issued by any public utility as may be found to be expedient.

Classification of utility service. SECTION 1797m—35. The commission shall provide for a comprehensive classification of service for each public utility and such classification may take into account the quantity used, the time when used, the purpose for which used, and any other reasonable consideration. Each public utility is required to conform its schedules of rates, tolls and charges to such classification.

Commission's rules of procedure. SECTION 1797m—36. The commission shall have power to adopt reasonable and proper rules and regulations relative to all inspections, tests, audits and investigations and to adopt and publish reasonable and proper rules to govern its proceedings and to regulate the mode and manner of all investigations and hearings of public utilities.

and other parties before it. All hearings shall be open to the public.

Business management; inquiries. SECTION 1797m—37. The commission shall have authority to inquire into the management of the business of all public utilities and shall keep itself informed as to the manner and method in which the same is conducted, and shall have the right to obtain from any public utility all necessary information to enable the commission to perform its duties.

Books subject to inspection. SECTION 1797m—38. 1. The commission or any commissioner or any person or persons employed by the commission for that purpose shall, upon demand, have the right to inspect the books, accounts, papers, records and memoranda of any public utility and to examine, under oath, any officer, agent or employe of such public utility in relation to its business and affairs.

2. Any person other than one of said commissioners, who shall make such demand shall produce his authority to make such inspection.

Judicial process to obtain papers. SECTION 1797m—39. 1. The commission may require, by order or subpoena to be served on any public utility in the same manner that a summons is served in a civil action in the circuit court, the production within this state at such time and place as it may designate, of any books, accounts, papers or records kept by said public utility in any office or place without the state of Wisconsin, or verified copies in lieu thereof, if the commission shall so order, in order that an examination thereof may be made by the commission or under its direction.

2. Any public utility failing or refusing to comply with any such order or subpoena shall, for each day it shall so fail or refuse, forfeit and pay into the state treasury a sum of not less than fifty dollars nor more than five hundred dollars.

Commission's employees. SECTION 1797m—40. The commission is authorized to employ such engineers, examiners, experts, clerks, accountants and other assistants as it may deem necessary, at such rates of compensation as it may determine upon.

Agents of commission; powers. SECTION 1797m—41. 1. For the purpose of making any investigation with regard to any public utility the commission shall have power to appoint, by an order in writing, an agent whose duties shall be prescribed in such order.

2. In the discharge of his duties such agent shall have every power whatsoever of an inquisitorial nature granted in this act to the commission and the same powers as a court commissioner with regard to the taking of depositions; and all powers granted by law to a court commissioner relative to depositions are hereby granted to such agent.

3. The commission may conduct any number of such investigations contemporaneously through different agents, and may delegate to such agent the taking of all testimony bearing upon any investigation or hearing. The decision of the commission shall be based upon its examination of all testimony and records. The recommendations made by such agents shall be advisory only and shall not preclude the taking of further testimony if the commission so order nor further investigation.

Response of utilities to commission's calls. SECTION 1797m—42. 1. Every public utility shall furnish to the commission all information required by it to carry into effect the provisions of this act, and shall make specific answers to all questions submitted by the commission.

2. Any public utility receiving from the commission any blanks with directions to fill the same, shall cause the same to be properly filled out so as to answer fully and correctly each question therein propounded, and in case it is unable to answer any question, it shall give a good and sufficient reason for such failure; and said answer shall be verified under oath by the president, secretary, superintendent or general manager of such public utility and returned to the commission at its office within the period fixed by the commission.

3. Whenever required by the commission, every public utility shall deliver to the commission any or all maps, profiles, contracts, reports of engineers and all documents, books, accounts, papers and records or copies of any or all of the same, with a complete inventory of all its property, in such form as the commission may direct.

Complaint by consumers. SECTION 1797m—43. Upon a complaint made against any public utility by any mercantile, agricultural or manufacturing society or by any body politic

or municipal organization or by any twenty-five persons, firms, corporations or associations, that any of the rates, tolls, charges or schedules or any joint rate or rates are in any respect unreasonable or unjustly discriminatory, or that any regulation, measurement, practice or act whatsoever affecting or relating to the production, transmission, delivery or furnishing of heat, light, water or power or any service in connection therewith or the conveyance of any telephone message or any service in connection therewith is in any respect unreasonable, insufficient or unjustly discriminatory, or that any service is inadequate or cannot be obtained, the commission shall proceed, with or without notice, to make such investigation as it may deem necessary or convenient. But no order affecting said rates, tolls, charges, schedules, regulations, measurements, practice or act complained of shall be entered by the commission without a formal public hearing.

Hearing on complaint. SECTION 1797m—44. The commission shall, prior to such formal hearing, notify the public utility complained of that a complaint has been made, and ten days after such notice has been given the commission may proceed to set a time and place for a hearing and an investigation as hereinafter provided.

Ten days' notice of hearing. SECTION 1797m—45. The commission shall give the public utility and the complainant, if any, ten days' notice of the time and place when and where such hearing and investigation will be held and such matters considered and determined. Both the public utility and complainant shall be entitled to be heard and shall have process to enforce the attendance of witnesses.

Commission to fix rates and regulations. SECTION 1797m—46. 1. If upon such investigation the rates, tolls, charges, schedules or joint rates, shall be found to be unjust, unreasonable, insufficient or unjustly discriminatory or to be preferential or otherwise in violation of any of the provisions of this act, the commission shall have power to fix and order substituted therefor such rate or rates, tolls, charges or schedules as shall be just and reasonable.

2. If upon such investigation it shall be found that any regulation, measurement, practice, act, or service complained of is unjust, unreasonable, insufficient, preferential, unjustly discriminatory or otherwise in violation of any of the provisions of

this act, or if it be found that any service is inadequate or that any reasonable service cannot be obtained, the commission shall have power to substitute therefor such other regulations, measurements, practices, service or acts and to make such order respecting, and such changes in such regulations, measurements, practices, service or acts as shall be just and reasonable.

Costs of investigation. SECTION 1797m—47. If upon such investigation it shall be found that any rate, toll, charge, schedule or joint rate or rates is unjust, unreasonable, insufficient or unjustly discriminatory or preferential or otherwise in violation of any of the provisions of this act, or that any regulation, practice, act or service complained of is unjust, unreasonable, insufficient, preferential or otherwise in violation of any of the provisions of this act, or if it be found that any service is inadequate or that any reasonable service cannot be obtained, the public utility found to be at fault shall pay the expenses incurred by the commission upon such investigation.

Separate rate hearings; absence of direct damage. SECTION 1797m—48. The commission may, in its discretion, when complaint is made of more than one rate or charge, order separate hearings thereon, and may consider and determine the several matters complained of separately and at such times as it may prescribe. No complaint shall at any time be dismissed because of the absence of direct damage to the complainant.

Summary investigations. SECTION 1797m—49. Whenever the commission shall believe that any rate or charge may be unreasonable or unjustly discriminatory or that any service is inadequate or cannot be obtained or that an investigation of any matter relating to any public utility should for any reason be made, it may on its own motion, summarily investigate the same with or without notice.

Followed by formal hearings. SECTION 1797m—50. If, after making such investigation, the commission becomes satisfied that sufficient grounds exist to warrant a formal hearing being ordered as to the matters so investigated, it shall furnish such public utility interested a statement notifying the public utility of the matters under investigation. Ten days after such notice has been given the commission may proceed to set a time

and place for a hearing and an investigation as hereinbefore provided.

Hearings: notices and procedure. SECTION 1797m—51. Notice of the time and place for such hearing shall be given to the public utility and to such other interested persons as the commission shall deem necessary as provided in section 1797m—45, and thereafter proceedings shall be had and conducted in reference to the matter investigated in like manner as though complaint had been filed with the commission relative to the matter investigated, and the same order or orders may be made in reference thereto as if such investigation had been made on complaint.

Utilities may complain. SECTION 1797m—52. Any public utility may make complaint as to any matter affecting its own product or service with like effect as though made by any mercantile, agricultural or manufacturing society, body politic or municipal organization or by any twenty-five persons, firms, corporations or associations.

Evidence and witnesses; proceedings for contempt. SECTION 1797m—53. 1. Each of the commissioners and every agent provided for in section 1797m—41 of this act for the purposes mentioned in this act, shall have power to administer oaths, certify to official acts, issue subpoenas, compel the attendance of witnesses and the production of books, accounts, papers, records, documents and testimony.

2. In case of disobedience on the part of any person or persons to comply with any order of the commission or any commissioner or any subpoena, or, on the refusal of any witness to testify to any matter regarding which he may be lawfully interrogated before the commission or its agent authorized as provided in section 1797m—41, it shall be the duty of the circuit court of any county or the judge thereof, on application of a commissioner to compel obedience by attachment proceedings for contempt as in the case of disobedience of the requirements of a subpoena issued from such court or a refusal to testify therein.

Witness fees and mileage. SECTION 1797m—54. 1. Each witness who shall appear before the commission or its agent by its order, shall receive for his attendance the fees and mileage now provided for witnesses in civil cases in courts of record,

which shall be audited and paid by the state in the same manner as other expenses are audited and paid, upon the presentation of proper vouchers sworn to by such witnesses and approved by the chairman of the commission.

2. No witness subpoenaed at the instance of parties other than the commission shall be entitled to compensation from the state for attendance or travel unless the commission shall certify that his testimony was material to the matter investigated.

Depositions. SECTION 1797m—55. The commission or any party may, in any investigation, cause the depositions of witnesses residing within or without the state to be taken in the manner prescribed by law for like depositions in civil actions in circuit courts.

Stenographic records. SECTION 1797m—56. A full and complete record shall be kept of all proceedings had before the commission or its agent on any formal investigation had and all testimony shall be taken down by the stenographer appointed by the commission.

In court actions, commission to file testimony. SECTION 1797m—57. Whenever any complaint is served upon the commission under the provisions of section 1797m—64 of this act, the commission shall, before said action is reached for trial, cause a certified transcript of all proceedings had and testimony taken upon such investigation to be filed with the clerk of the circuit court of the county where the action is pending.

Certified transcripts of testimony as evidence. SECTION 1797m—58. A transcribed copy of the evidence and proceedings or any specific part thereof, on any investigation taken by the stenographer appointed by the commission, being certified by such stenographer to be a true and correct transcript in longhand of all the testimony on the investigation or of a particular witness, or of other specific part thereof, carefully compared by him with his original notes, and to be a correct statement of the evidence and proceedings had on such investigation so purporting to be taken and transcribed, shall be received in evidence with the same effect as if such reporter were present and testified to the fact so certified.

Free transcripts for parties. SECTION 1797m—59. A copy of such transcript shall be furnished on demand free of cost to any party to such investigations.

Commission to determine rates and regulations; utility at fault to pay costs; orders, service and effect. SECTION 1797m—60. 1. Whenever, upon an investigation made under the provisions of this act, the commission shall find any existing rates, tolls, charges, schedules or joint rate or rates to be unjust, unreasonable, insufficient or unjustly discriminatory or to be preferential or otherwise in violation of any of the provisions of this act, the commission shall determine and by order fix reasonable rates, tolls, charges, schedules or joint rates to be imposed, observed and followed in the future in lieu of those found to be unjust, unreasonable, insufficient or unjustly discriminatory or preferential or otherwise in violation of any of the provisions of this act.

2. Whenever, upon an investigation made under the provisions of this act, the commission shall find any regulations, measurements, practices, acts or service to be unjust, unreasonable, insufficient, preferential, unjustly discriminatory or otherwise in violation of any of the provisions of this act; or shall find that any service is inadequate or that any service which can be reasonably demanded cannot be obtained, the commission shall determine and declare and by order fix reasonable measurements, regulations, acts, practices or service to be furnished, imposed, observed and followed in the future in lieu of those found to be unjust, unreasonable, insufficient, preferential, unjustly discriminatory, inadequate or otherwise in violation of this act as the case may be, and shall make such other order respecting such measurement, regulation, act, practice or service as shall be just and reasonable.

3. Whenever, upon an investigation made under the provisions of this act, the commission shall find that any rate, toll, charge, schedule or joint rate or rates is unjust, unreasonable, insufficient or unjustly discriminatory or preferential or otherwise in violation of any of the provisions of this act, or that any measurement, regulation, practice, act or service complained of is unjust, unreasonable, insufficient, preferential, unjustly discriminatory or otherwise in violation of any of the provisions of this act, or it shall find that any service is inadequate or that any service which can reasonably be demanded cannot be obtained, the commission shall ascertain and declare and by order fix the expenses incurred by the commission upon such investigation and shall by such order direct such public utility to pay to the state treasurer within twenty days thereafter such expenses so incurred.

4. The commission shall cause a certified copy of all such orders to be delivered to an officer or agent of the public utility affected thereby, and all such orders shall of their own force take effect and become operative twenty days after service thereof, unless a different time be provided by said order.

Utilities to conform. SECTION 1797m—61. All public utilities to which the order applies shall make such changes in their schedules on file as may be necessary to make the same conform to said order, and no change shall thereafter be made by any public utility in any such rates, tolls or charges, or in any joint rate or rates, without the approval of the commission. Certified copies of all other orders of the commission shall be delivered to the public utility affected thereby in like manner and the same shall take effect within such time thereafter as the commission shall prescribe.

Commission may change orders. SECTION 1797m—62. The commission may at any time, upon notice to the public utility and after opportunity to be heard as provided in section 1797m—45, rescind, alter or amend any order fixing any rate or rates, tolls, charges or schedules, or any other order made by the commission, and certified copies of the same shall be served and take effect as herein provided for original orders.

Findings prima facie lawful and reasonable. SECTION 1797m—63. All rates, tolls, charges, schedules and joint rates fixed by the commission shall be in force and shall be prima facie lawful, and all regulations, practices and services prescribed by the commission shall be in force and shall be prima facie reasonable until finally found otherwise in an action brought for that purpose pursuant to the provisions of section 1797m—64.

Utility dissatisfied; action to set aside; precedence on calendar. SECTION 1797m—64. 1. Any public utility and any person or corporation in interest being dissatisfied with any order of the commission fixing any rate or rates, tolls, charges, schedules, joint rate or rates or any order fixing any regulations, practices, act or service may commence an action in the circuit court for Dane county against the commission as defendant to vacate and set aside any such order on the ground that the rate or rates, tolls, charges, schedules, joint rate or rates, fixed in such order is unlawful, or that any such regula-

tion, practice, act or service fixed in such order is unreasonable, in which action the complaint shall be served with the summons.

2. The answer of the commission to the complaint shall be served and filed within ten days after service of the complaint, whereupon said action shall be at issue and stand ready for trial upon ten days' notice to either party.

3. All such actions shall have precedence over any civil cause of a different nature pending in such court, and the circuit court shall always be deemed open for the trial thereof, and the same shall be tried and determined as other civil actions.

Action to set aside, ninety days for. SECTION 1797m—65. Every proceeding, action or suit to set aside, vacate or amend any determination or order of the commission or to enjoin the enforcement thereof or to prevent in any way such order or determination from becoming effective, shall be commenced, and every appeal to the courts or right of recourse to the courts shall be taken or exercised within ninety days after the entry or rendition of such order or determination, and the right to commence any such action, proceeding or suit, or to take or exercise any such appeal or right of recourse to the courts, shall terminate absolutely at the end of such ninety days after such entry or rendition thereof.

Injunction procedure. SECTION 1797m—66. No injunction shall issue suspending or straying any order of the commission, except upon application to the circuit court or presiding judge thereof, notice to the commission, and hearing.

New evidence before court—stay while commission reconsiders. SECTION 1797m—67. 1. If, upon the trial of such action, evidence shall be introduced by the plaintiff which is found by the court to be different from that offered upon the hearing before the commission or its authorized agent, or additional thereto, the court, before proceeding to render judgment unless the parties to such action stipulate in writing to the contrary, shall transmit a copy of such evidence to the commission and shall stay further proceedings in said action for fifteen days from the date of such transmission.

2. Upon the receipt of such evidence the commission shall consider the same and may alter, modify, amend or rescind its order relating to such rate or rates, tolls, charges, schedules,

joint rate or rates, regulations, practice, act or service complained of in said action, and shall report its action thereon to said court within ten days from the receipt of such evidence.

Upon commission's refinding, conclusion of trial. SECTION 1797m—68. 1. If the commission shall rescind its order complained of, the action shall be dismissed; if it shall alter, modify or amend the same, such altered, modified or amended order shall take the place of the original order complained of, and judgment shall be rendered thereon as though made by the commission in the first instance.

2. If the original order shall not be rescinded or changed by the commission judgment shall be rendered upon such original order.

Appeal to supreme court. SECTION 1797m—69. Either party to said action, within sixty days after service of a copy of the order or judgment of the circuit court, may appeal to the supreme court. Where an appeal is taken the cause shall, on the return of the papers to the supreme court, be immediately placed on the state calendar of the then pending term and shall be assigned and brought to a hearing in the same manner as other causes on the state calendar.

Burden of proof. SECTION 1797m—70. In all trials, actions and proceedings arising under the provisions of this act or growing out of the exercise of the authority and powers granted herein to the commission, the burden of proof shall be upon the party adverse to such commission or seeking to set aside any determination, requirement, direction or order of said commission, to show by clear and satisfactory evidence that the determination, requirement, direction or order of the commission complained of is unreasonable or unlawful as the case may be.

Court procedure and officers. SECTION 1797m—71. In all actions and proceedings in court arising under this act all processes shall be served and the practice and rules of evidence shall be the same as in civil actions, except as otherwise herein provided. Every sheriff or other officer empowered to execute civil processes shall execute any process issued under the provisions of this act and shall receive such compensation therefor as may be prescribed by law for similar services.

Incriminating evidence. SECTION 1797m—72. No person shall be excused from testifying or from producing books, accounts and papers in any proceeding based upon or growing out of any violation of the provisions of this act on the ground or for the reason that the testimony or evidence, documentary or otherwise, required by him may tend to incriminate him or subject him to penalty or forfeiture; but no person having so testified shall be prosecuted or subjected to any penalty or forfeiture for or on account of any transaction, matter or thing concerning which he may have testified or produced any documentary evidence; provided, that no person so testifying shall be exempted from prosecution or punishment for perjury in so testifying.

Distribution of orders. SECTION 1797m—73. Upon application of any person the commission shall furnish certified copies, under the seal of the commission, of any order made by it, which shall be prima facie evidence of the facts stated therein.

Competition of utilities, municipal and other. SECTION 1797m—74. 1. No license, permit or franchise shall be granted to any person, copartnership or corporation to own, operate, manage or control any plant or equipment for the production, transmission, delivery or furnishing of heat, light, water or power in any municipality where there is in operation under an indeterminate permit as provided in this act a public utility engaged in similar service without first securing from the commission a declaration after a public hearing of all parties interested, that public convenience and necessity require such second public utility.

2. Any existing permit, license or franchise which shall contain any term whatsoever interfering with the existence of such second public utility is hereby amended in such a manner as to permit such municipality to grant an indeterminate permit for the operation of such second public utility pursuant to the provisions of this act.

3. No municipality shall hereafter construct any such plant or equipment where there is in operation under an indeterminate permit as provided in this act, in such municipality a public utility engaged in similar service, without first securing from the commission a declaration, after a public hearing of all parties interested, that public convenience and necessity require such municipal public utility. But nothing in this

section shall be construed as preventing a municipality acquiring any existing plant by purchase or by condemnation as hereinafter provided.

4. Nothing in this section shall be construed so as to prevent the granting of an indeterminate permit or the construction of a municipal plant where the existing public utility is operating without an indeterminate permit as provided in this act.

Foreign utilities excluded. SECTION 1797m—75. No license, permit or franchise to own, operate, manage or control any plant or equipment for the production, transmission, delivery or furnishing of heat, light, water or power shall be hereafter granted, or transferred except to a corporation duly organized under the laws of the state of Wisconsin.

Grants hereafter to be indeterminate; municipal acquisition. SECTION 1797m—76. Every license, permit or franchise hereafter granted to any public utility shall have the effect of an indeterminate permit subject to the provisions of this act, and subject to the provision that the municipality in which the major part of its property is situate may purchase the property of such public utility actually used and useful for the convenience of the public at any time as provided herein, paying therefor just compensation to be determined by the commission and according to the terms and conditions fixed by said commission. Any such municipality is authorized to purchase such property and every such public utility is required to sell such property at the value and according to the terms and conditions determined by the commission as herein provided.

Voluntary change to indeterminate plan—contract waiver implied. SECTION 1797m—77. Any public utility, being at the time a corporation duly organized under the laws of the state of Wisconsin, operating under an existing license, permit or franchise shall, upon filing at any time prior to the expiration of such license, permit or franchise and prior to July 1, 1908, with the clerk of the municipality which granted such franchise and with the commission, a written declaration legally executed that it surrenders such license permit or franchise, receive by operation of law in lieu thereof, an indeterminate permit as provided in this act; and such public utility shall hold such permit under all the terms, conditions and

limitations of this act. The filing of such declaration shall be deemed a waiver by such public utility of the right to insist upon the fulfillment of any contract theretofore entered into relating to any rate, charge or service regulated by this act.

Grants hereafter: implied consent and waiver. SECTION 1797m—78. Any public utility accepting or operating under any license, permit or franchise hereafter granted shall, by acceptance of any such indeterminate permit be deemed to have consented to a future purchase of its property actually used and useful for the convenience of the public by the municipality in which the major part of it is situate for the compensation and under the terms and conditions determined by the commission, and shall thereby be deemed to have waived the right of requiring the necessity of such taking to be established by the verdict of a jury, and to have waived all other remedies and rights relative to condemnation, except such rights and remedies as are provided in this act.

Municipal powers under utility law. SECTION 1797m—79. 1. Any municipality shall have the power, subject to the provisions of this act, to construct and operate a plant and equipment or any part thereof for the production, transmission, delivery or furnishing of heat, light, water or power.

2. Any municipality shall have the power, subject to the provisions of this act, to purchase by an agreement with any public utility any part of any plant, provided, that such purchase and the terms thereof shall be approved by the commission after a hearing as provided in sections 1797m—81 and 1797m—82.

3. Any municipality shall have the power, subject to the provisions of this act to acquire by condemnation the property of any public utility actually used and useful for the convenience of the public then operating under a license, permit or franchise existing at the time this act takes effect, or operating in such municipality without any permit or franchise.

4. Any municipality shall have the power, subject to the provisions of this act, to acquire by purchase as provided in this act, the property of any public utility actually used and useful for the convenience of the public operating under any indeterminate permit as provided herein.

Plants now existing, municipality's action to acquire. SECTION 1797m—80. If the municipality shall have determined

to acquire an existing plant then operated under a license, permit or franchise existing at the time this act takes effect, such municipality shall bring an action in the circuit court against the public utility as defendant praying the court for an adjudication as to the necessity of such taking by the municipality, in which action the complaint shall be served with the summons. The public utility shall serve and file its answer to such complaint within ten days after the service thereof, whereupon such action shall be at issue and stand ready for trial upon ten days' notice by either party. Unless the parties thereto waive a jury, the question as to the necessity of the taking of such property by the municipality shall be as speedily as possible submitted to a jury.

Under indeterminate permit—municipality's notices for acquisition. SECTION 1797m—81. If the municipality shall have determined to acquire an existing plant and the public utility owning such plant shall have consented to the taking over of such plant by the municipality by acceptance of an indeterminate permit as provided herein, or, in case such public utility shall not have waived or consented to such taking, if the jury shall have found that a necessity exists for the taking of such plant, then the municipality shall give speedy notice of such determination and of such consent or such verdict of a jury to the public utility and to the commission.

Compensation for property to be determined by commission. SECTION 1797m—82. The commission shall thereupon after public hearing and within three months from the receipt of such notice and upon notice to the municipality and the public utility interested, by order fix and determine and certify to the municipal council and to the public utility just compensation to be paid for the taking of the property of such public utility actually used and useful for the convenience of the public and all other terms and all conditions of sale and purchase which it shall ascertain to be reasonable. The compensation and other terms and the conditions of sale and purchase thus certified by the commission shall constitute the compensation and terms and conditions to be paid, followed and observed in the purchase of such plant from such public utility. Upon the filing of such certificate with the clerk of such municipality the exclusive use of the property taken shall vest in such municipality.

Appeal to court from compensation order. SECTION 1797m—83. Any public utility or the municipality being dissatisfied with such order may commence and prosecute an action in the circuit court to alter or amend such order or any part thereof as provided in sections 1797m—64 to 1797m—73 inclusive, and said sections so far as applicable shall apply to such action.

If decision for commission. SECTION 1797m—84. If the plaintiff shall not establish to the full satisfaction of the court that the compensation fixed and determined in such order is unlawful or that some of the terms or conditions fixed and determined therein are in some particulars unreasonable, the compensation, terms and conditions fixed in said order shall be the compensation, terms and conditions to be paid, followed and observed in the purchase of said plant from such public utility.

If decision for utility. SECTION 1797m—85. If the plaintiff shall establish to the full satisfaction of the court and the court shall adjudge that such compensation is unlawful or that some of such terms or conditions are unreasonable, the court shall remand the same to the commission with such findings of fact and conclusions of law as shall set forth in detail the reasons for such judgment and the specific particulars in which such order of the commission is adjudged to be unreasonable or unlawful.

Reconsideration of compensation. SECTION 1797m—86. 1. If the compensation fixed by the previous order of the commission be adjudged to be unlawful, the commission shall forthwith proceed to set a re-hearing for the re-determination of such compensation as in the first instance.

2. The commission shall forthwith otherwise alter and amend such previous order with or without a re-hearing as it may deem necessary so that the same shall be reasonable and lawful in every particular.

Power of councils to regulate utilities; appeal. SECTION 1797m—87. Every municipal council shall have power. (1.) To determine by contract, ordinance or otherwise the quality and character of each kind of product or service to be furnished or rendered by any public utility furnishing any product of service within said municipality and all other terms

and conditions not inconsistent with this act upon which such public utility may be permitted to occupy the streets, highways or other public property within such municipality and such contract, ordinance or other determination of such municipality shall be in force and prima facie reasonable. Upon complaint made by such public utility or by any qualified complainant as provided in section 1797m—43, the commission shall set a hearing as provided in sections 1797m—45 and 1797m—46 and if it shall find such contract, ordinance or other determination to be unreasonable, such contract, ordinance or other determination shall be void.

(2.) To require of any public utility by ordinance or otherwise such additions and extensions to its physical plant within said municipality as shall be reasonable and necessary in the interest of the public, and to designate the location and nature of all such additions and extensions, the time within which they must be completed and all conditions under which they must be constructed subject to review by the commission as provided in subdivision 1 of this section.

(3.) To provide for a penalty for non-compliance with the provisions of any ordinance or resolution adopted pursuant to the provisions hereof.

(4.) The power and authority granted in this section shall exist and be vested in said municipalities, anything in this act to the contrary notwithstanding.

Franks and privileges to political committees and candidates; penalty. SECTION 1797m—88. No public utility or any agent or officer thereof, or any agent or officer of any municipality constituting a public utility as defined in this act shall offer or give for any purpose to any political committee or any member or employe thereof, to any candidate for, or incumbent of, any office or position under the constitution or laws or under any ordinance of any municipality of this state, or to any person at the request, or for the advantage of all or any of them, any frank or any privilege withheld from any person for any product or service produced, transmitted, delivered, furnished or rendered, or to be produced, transmitted, delivered, furnished or rendered by any public utility, or the conveyance of any telephone message or communication or any free product or service whatsoever.

2. No political committee and no member or employe thereof, no candidate for and no incumbent of any office or position under the constitution or laws or under any ordinance of any

town or municipality of this state, shall ask for or accept from any public utility or any agent or officer thereof, or any agent or officer of any municipality constituting a public utility as defined in this act, or use in any manner or for any purpose any frank or privilege withheld from any person, for any product or service produced, transmitted, delivered, furnished or rendered, or to be produced, transmitted, delivered, furnished or rendered by any public utility, or the conveyance of any telephone message or communication.

3. Any violation of any of the provisions of this section shall be punished by imprisonment in the state prison not more than five years nor less than one year or by fine not exceeding one thousand dollars nor less than two hundred dollars.

Unjust discrimination: definition and penalty. SECTION 1797m—89. 1. If any public utility or any agent or officer thereof, or any officer of any municipality constituting a public utility as defined in this act shall, directly or indirectly, by any device whatsoever or otherwise, charge, demand, collect or receive from any person, firm or corporation a greater or less compensation for any service rendered or to be rendered by it in or affecting or relating to the production, transmission, delivery or furnishing of heat, light, water or power or the conveyance of telephone messages or for any service in connection therewith than that prescribed in the published schedules or tariffs then in force or established as provided herein, or than it charges, demands, collects or receives from any other person, firm or corporation for a like and contemporaneous service, such public utility shall be deemed guilty of unjust discrimination which is hereby prohibited and declared to be unlawful, and upon conviction thereof shall forfeit and pay into the state treasury not less than one hundred dollars nor more than one thousand dollars for each offense; and such agent or officer so offending shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one hundred dollars for each offense.

Facilities in exchange for compensation prohibited. SECTION 1797m—90. It shall be unlawful for any public utility to demand, charge, collect or receive from any person, firm or corporation less compensation for any service rendered or to be rendered by said public utility in consideration of the furnishing by said person, firm or corporation of any part of the facilities incident thereto; provided nothing herein shall be construed

as prohibiting any public utility from renting any facilities incident to the production, transmission, delivery or furnishing of heat, light, water or power or the conveyance of telephone messages and paying a reasonable rental therefor.

Undue preference or prejudice; penalty. SECTION 1797m—91. If any public utility make or give any undue or unreasonable preference or advantage to any particular person, firm or corporation or shall subject any particular person, firm or corporation to any undue or unreasonable prejudice or disadvantage in any respect whatsoever, such public utility shall be deemed guilty of unjust discrimination which is hereby prohibited and declared unlawful.

The furnishing by any public utility, of any product or service at the rates and upon the terms and conditions provided for in any existing contract executed prior to April 1, 1907, shall not constitute a discrimination within the meaning specified. Any person, firm or corporation violating the provisions of this section shall be deemed guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Rebates, concessions and discriminations unlawful; penalty. SECTION 1797m—92. It shall be unlawful for any person, firm or corporation knowingly to solicit, accept or receive any rebate, concession or discrimination in respect to any service in or affecting or relating to the production, transmission, delivery or furnishing of heat, light, water or power or the conveying of telephone messages within this state, or for any service in connection therewith whereby any such service shall, by any device whatsoever, or otherwise, be rendered free or at a less rate than that named in the published schedules and tariffs in force as provided herein, or whereby any service or advantage is received other than is herein specified. Any person, firm or corporation violating the provisions of this section shall be deemed guilty of a misdemeanor and on conviction thereof shall be punished by a fine of not less than fifty dollars nor more than one thousand dollars for each offense.

Utilities liability for damages. SECTION 1797m—93. If any public utility shall do or cause to be done or permit to be done any matter, act or thing in this act prohibited or declared

to be unlawful, or shall omit to do any act, matter or thing required to be done by it, such public utility shall be liable to the person, firm or corporation injured thereby in treble the amount of damages sustained in consequence of such violation; provided, that any recovery as in this section provided, shall in no manner affect a recovery by the state of the penalty prescribed for such violation.

Information, papers and accounting: delinquency penal. SECTION 1797m—94. Any officer, agent or employe of any public utility or of any municipality constituting a public utility as defined in this act who shall fail or refuse to fill out and return any blanks as required by this act, or shall fail or refuse to answer any question therein propounded, or shall knowingly or wilfully give a false answer to any such question or shall evade the answer to any such question where the fact inquired of is within his knowledge or who shall, upon proper demand, fail or refuse to exhibit to the commission or any commissioner or any person authorized to examine the same, any book, paper, account, record, or memoranda of such public utility which is in his possession or under his control or who shall fail to properly use and keep his system of accounting or any part thereof as prescribed by the commission, or who shall refuse to do any act or thing in connection with such system of accounting when so directed by the commission or its authorized representative, shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than one thousand dollars for each offense.

2. And a penalty of not less than five hundred dollars nor more than one thousand dollars shall be recovered from the public utility for each such offense when such officer, agent or employe acted in obedience to the direction, instruction or request of such public utility or any general officer thereof.

Violations in general, penalty; utility responsible for agents. SECTION 1797m—95. 1. If any public utility shall violate any provision of this act, or shall do any act herein prohibited or shall fail or refuse to perform any duty enjoined upon it for which a penalty has not been provided, or shall fail, neglect or refuse to obey any lawful requirement or order made by the commission or the municipal council or any judgment or decree made by any court upon its application, for every such violation, failure or refusal such public utility shall forfeit and

pay into the treasury a sum not less than one hundred dollars nor more than one thousand dollars for each such offense.

2. In construing and enforcing the provisions of this section the act, omission or failure of any officer, agent or other person acting for or employed by any public utility acting within the scope of his employment shall in every case be deemed to be the act, omission or failure of such public utility.

Municipal officers' delinquency penal. SECTION 1797m—96. If any officer of any town, village or city constituting a public utility as defined in this act shall do or cause to be done or permit to be done any matter, act or thing in this act prohibited or declared to be unlawful, or shall omit, fail, neglect or refuse to do any act, matter or thing required by this act of such officer to be done, or shall omit, fail, neglect or refuse to perform any duty enjoined upon him and relating directly or indirectly to the enforcement of this act, or shall omit, fail, neglect or refuse to obey any lawful requirement or order made by the commission or any judgment or decree made by the court upon its application, for every such violation, failure or refusal such officer shall be deemed guilty of a misdemeanor and upon conviction thereof shall be punished by a fine of not less than fifty dollars nor more than five hundred dollars.

Interference with commission's equipment penal. SECTION 1797m—97. 1. Any person who shall destroy, injure or interfere with any apparatus or appliance owned or operated by or in charge of the commission or its agent shall be deemed guilty of a misdemeanor and upon conviction shall be punished by fine not exceeding one hundred dollars or imprisonment for a period not exceeding thirty days or both.

2. Any public utility permitting the destruction, injury to, or interference with, any such apparatus or appliance, shall forfeit a sum not exceeding one thousand dollars for each offense.

Every day's violation distinct. SECTION 1797m—98. Every day during which any public utility or any officer, agent or employe thereof shall fail to observe and comply with any order or direction of the commission or to perform any duty enjoined by this act shall constitute a separate and distinct violation of such order or direction or of this act as the case may be.

Temporary alteration or suspension of rates. SECTION 1797m—99. 1. The commission shall have power, when deemed

by it necessary to prevent injury to the business or interests of the people or any public utility of this state in case of any emergency to be judged of by the commission, to temporarily alter, amend, or with the consent of the public utility concerned, suspend any existing rates, schedules and order relating to or affecting any public utility or part of any public utility in this state.

2. Such rates so made by the commission shall apply to one or more of the public utilities in this state or to any portion thereof as may be directed by the commission, and shall take effect at such time and remain in force for such length of time as may be prescribed by the commission.

Followed by permanent rate regulation. SECTION 1797m—100. Whenever, after hearing and investigation as provided in this act, the commission shall find that any rate, toll, charge, regulation or practice for, in, or affecting or relating to the production, transmission, delivery or furnishing of heat, light, water or power or the conveying of any telephone message or any service in connection therewith not hereinbefore specifically designated, is unreasonable or unjustly discriminatory, it shall have the power to regulate the same as provided in sections 1797m—43 to 1797m—51 and 1797m—60 to 1797m—62, inclusive.

Lives lost: utility must report; investigation. SECTION 1797m—101. 1. Every public utility shall, whenever an accident attended with loss of human life occurs within this state upon its premises or directly or indirectly arising from or connected with its maintenance or operation, give immediate notice thereof to the commission.

2. In the event of any such accident the commission, if it deem the public interest require it, shall cause an investigation to be made forthwith, which investigation shall be held in the locality of the accident, unless for greater convenience of those concerned it shall order such investigation to be held at some other place; and said investigation may be adjourned from place to place as may be found necessary and convenient. The commission shall seasonably notify the public utility of the time and place of the investigation.

Law enforcing power; attorneys' aid; court and counsel. SECTION 1797m—102. 1. The commission shall inquire into any neglect or violation of the laws of this state by any

public utility doing business therein, or by the officers, agents or employes thereof or by any person operating the plant of any public utility, and shall have the power and it shall be its duty to enforce the provisions of this act as well as all other laws relating to public utilities, and to report all violations thereof to the attorney general.

2. Upon the request of the commission it shall be the duty of the attorney general or the district attorney of the proper county to aid in any investigation, hearing or trial had under the provisions of this act, and to institute and prosecute all necessary actions or proceedings for the enforcement of this act and of all other laws of this state relating to public utilities and for the punishment of all violations thereof.

3. Any forfeiture or penalty herein provided shall be recovered and suit therein shall be brought in the name of the state of Wisconsin in the circuit court for Dane county. Complaint for the collection of any such forfeiture may be made by the commission or any member thereof, and when so made the action so commenced shall be prosecuted by the attorney general.

4. The commission shall have authority to employ counsel in any proceeding, investigation, hearing or trial.

Commission's work: technical omissions not to invalidate. SECTION 179.11—103. A substantial compliance with the requirements of this act shall be sufficient to give effect to all the rules, orders, acts and regulations of the commission and they shall not be declared inoperative, illegal or void for any omission of a technical nature in respect thereto.

Other rights of action; penalties cumulative. SECTION 1797m—104. This act shall not have the effect to release or waive any right of action by the state or by any person for any right, penalty or forfeiture which may have arisen or which may hereafter arise, under any law of this state; and all penalties and forfeitures accruing under this act shall be cumulative and a suit for any recovery of one shall not be a bar to the recovery of any other penalty.

Rates of April 1, 1907, to govern; reports thereof; proceedings to change. SECTION 1797m—105. 1. Unless the commission shall otherwise order, it shall be unlawful for any public utility within this state to demand, collect or receive a greater compensation for any service than the charge fixed on

the lowest schedules of rates for the same service on the first day of April, 1907.

2. Every public utility in this state shall, within thirty days after the passage and publication of this act, file in the office of the commission, copies of all schedules of rates and charges including joint rates, in force on the first day of April, 1907, and all rates in force at any time subsequent to said date.

3. Any public utility desiring to advance or discontinue any such rate or rates may make application to the commission in writing stating the advance in or discontinuation of the rate or rates desired, giving the reasons for such advance or discontinuation.

4. Upon receiving such application the commission shall fix a time and place for hearing and give such notice to interested parties as it shall deem proper and reasonable. If, after such hearing and investigation, the commission shall find that the change or discontinuation applied for is reasonable, fair and just, it shall grant the application either in whole or in part.

5. Any public utility being dissatisfied with any order of the commission made under the provisions of this section may commence an action against it in the circuit court in the manner provided in sections 1797m—64 to 1797m—73, inclusive, of this act, which action shall be tried and determined in the same manner as is provided in said sections.

Employees of commission. SECTION 1797m—106. The employment of agents, experts, engineers, accountants, examiners or assistants by the commission as provided in this act, and the payment of their compensation and traveling and other expenses, shall be under the provisions of section 1, chapter 362, of the laws of 1905, and acts amendatory thereof.

Appropriation. SECTION 1797m—107. A sum sufficient to carry out the provisions of this act is appropriated out of any money in the state treasury not otherwise appropriated, not exceeding fifty-two thousand dollars.

Conflicting laws repealed. SECTION 1797m—108. All acts and parts of acts conflicting with the provisions of this act are repealed in so far as they are inconsistent herewith.

SECTION 2. Section 925—97a, statutes of 1898, chapter 389, laws of 1905, and chapter 459, laws of 1905, are repealed.

SECTION 3. This act shall take effect and be in force from and after its passage and publication.

Approved July 9, 1907.

No. 294, S.]

[Published June 22, 1907.]

CHAPTER 291.

AN ACT to create sections 1778a—1 to 1778a—2, inclusive, of the statutes, relating to stringing electric wires over the tracks of a railroad company.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There are added to the statutes two new sections to read:

Poles, cross-arms, wires: security, distance, heights.
SECTION 1778a—1. It shall be unlawful for any person, firm or corporation to string any wire, electric or other, over the tracks of any steam railroad company except in accordance with the provisions of this section. All such wires shall be suspended over a double cross arm attached to a pole at each side of the crossing. The poles shall not be less than six inches in diameter at the top, set not less than five feet in the ground, securely guyed, and, unless the railroad right of way is not of greater width, shall be set not more than one hundred feet apart at such crossings. All such wires shall be tied to insulators on pins set in the cross arms. The cross arms shall be attached to the poles by machine bolts and braced by at least one iron brace from each cross arm to the pole. All such wires shall be maintained not less than twenty-five feet above the surface of the rails at such crossing except the street railway trolley wires shall be maintained not less than twenty-two feet above the surface of the rails at such crossings.

Railroad commission to enforce; penalties. SECTION 1778a—2. The railroad commission of Wisconsin is hereby vested with authority to enforce the provisions of this act, and any person, firm or corporation ordered by the commission to change its wires so as to comply with this act failing to comply with such order within ten days from the service thereof shall be liable for a penalty or forfeiture of twenty-five dollars, and to a like penalty or forfeiture for every ten days during which it shall fail to comply with the order of the commission, unless

a greater length of time to make such change shall be specified by the commission in said order, or upon cause shown. Any such penalty or forfeiture may be recovered in the manner provided by chapter 142 of the statutes for the collection of forfeitures.

Approved June 20, 1907.

No. 522, S.]

[Published May 29, 1907.

CHAPTER 145.

AN ACT to legalize the action of any city of the fourth class in the purchase of certain public utilities and the issue of bonds therefor.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. If any incorporated village (subsequently incorporated as a city of the fourth class) have granted any franchise to construct and operate any waterworks, electric lighting, gas or street railway system and reserved therein to itself the option to purchase the same; and such city have exercised such option and proceeded to issue bonds for such purpose upon a two thirds vote of the electors in favor of such bond issue; and no action or proceeding to contest the validity of anything so done by such city in that behalf having been commenced; any such purchase and any such bonds are legal and valid, notwithstanding any failure on the part of such city to comply with any statutory requirement at the time existing.

SECTION 2. This act shall take effect and be in force from and after its passage and publication.

Approved May 28, 1907.

No. 254, S.]

[Published June 6, 1907.

CHAPTER 165.

AN ACT to amend section 1778, statutes of 1898, as amended.
and relating to liabilities of telegraphic corporations.

*The people of the state of Wisconsin, represented in senate and
assembly, do enact as follows:*

SECTION 1778, statutes of 1898, as amended by section 1, chapter 319, laws of 1901 and chapters 304 and 505, laws of 1905, is amended to read:

Failure to deliver telegrams; damages for mental anguish. SECTION 1778. 1. Any corporation formed under this chapter to build and operate telegraph or telephone lines or systems for the transmission of heat, power or electric light for public purposes, or to conduct the business of telegraphing, telephoning or transmitting heat, power or electric light for public purposes may, subject to all reasonable requirements and regulations made by any city or village through, across or adjoining which said line, lines or systems may be proposed to be constructed, construct and maintain any such lines or systems with all necessary appurtenances, from point to point, upon, in, along, across or beneath the surface of any public road, highway or bridge or any stream or body of water, or upon the land of any owner consenting thereto, and from time to time to extend the same at pleasure and for such purposes may also acquire lands, or any interests therein in the manner provided in this act; and may connect and operate its lines or system with the lines or systems of any person or corporation engaged in like business within or without this state, and charge reasonable rates for the transmission and delivery of messages or the furnishing of heat, power or electric light for public purposes.

2. But no such telegraph or telephone line, or heating, power or electric line or system or any appurtenance thereto shall at any time obstruct or incommode the public use of any road, highway, bridge, stream or body of water.

3. Whenever the use of any such line shall be abandoned or discontinued the proper corporation shall forthwith take down, dig up and remove all wires, posts, pipes, conduits or

other articles; and on failure for three months after such abandonment or discontinuance so to do any person owning land near, over, through or upon which such line shall pass, may take down, dig up and remove the same or any part thereof, for his own use.

4. Any person, association or corporation owning or operating any telegraph, telephone or power transmission line or heat system for public purposes doing business in this state shall be liable for all damages occasioned by the failure or negligence of their operators, servants or employees in receiving, copying, transmitting or delivering dispatches, messages or the furnishing of power to its patrons for public purposes.

5. *Any person, association or corporation operating or owning any telegraph line, doing business in the state of Wisconsin, shall also be liable for all damages for mental anguish resulting directly and proximately from or occasioned by the failure or negligence of their operators, servants or employees in receiving, copying, transmitting or delivering dispatches or messages, not to exceed in amount the sum of five hundred dollars.*

6. Nothing contained in this act shall authorize or empower such telegraph, telephone, electric light, heat or power transmission company, or corporation to in any manner destroy, trim or otherwise injure any shade or ornamental trees along any such lines or systems or cause any damage to buildings, fences, crops, live stock or other property except by the consent of the owner, and any person or corporation violating any of the provisions of this section shall be liable to the person aggrieved in three times the actual damage sustained besides costs.

7. * * * No corporation to build and operate electric light system or systems for the transmission of steam or hot water for heat, shall have any right hereunder in any city or village until it has obtained a franchise from such city or village, as now provided by law.

Approved June 6, 1907.

No. 627, A.]

[Published June 13, 1907.]

CHAPTER 204.

AN ACT to amend section 1, chapter 95, laws of 1901, making the same section 926—126, statutes of 1898, relating to water works and electric lighting plants in cities of the fourth class.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. Section 1, chapter 95, laws of 1901, is amended and made a section of the statutes of 1898, to read: Section 926—126. Every city of the fourth class in the state of Wisconsin, whether operating under a general or special charter, is hereby authorized and empowered to purchase, lease or construct * * * *motive power* * * * *and machinery* for the purpose of maintaining and operating for public use, lighting plants and water works, and for such purpose may lease, purchase and hold the necessary real and personal property.

Approved June 12, 1907.

No. 494, S.]

[Published June 21, 1907.]

CHAPTER 281.

No. 494, S. AN ACT to create section 959—70m of the statutes, relating to power plants operated by towns.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There is added to the statutes a new section to read as follows: Section 959—70m. In case of any town, operating under the provisions of subdivision 13 of section 776, of

the statutes, which has constructed and is operating within any such village an electric lighting and water plant, or either, for public use of such village and which has for such purpose of operating such lighting or water plant for such use, built and constructed in such town beyond the limits of any such village a dam, power-house or other structures for the creation and transmission of power necessary for their operation and used within any such village for the purpose aforesaid, whenever in any such case, a division is made of the territory of any such town by the creation of new towns or otherwise, any such dam, power-house or other structure and any line or lines of transmission used in connection therewith shall, upon any such division of territory being made be and remain the property of the town containing such village where such lights or water are furnished and used for public purposes as aforesaid and the right of such town containing such village to continue to maintain and operate any such dam, power-house or other structure or any line or lines of transmission connected therewith shall not be in any manner affected by any such division of territory.

SECTION 2. All acts or parts of acts conflicting with this act are hereby repealed.

Approved June 20, 1907.

No. 1014, A.]

[Published July 18, 1907.]

CHAPTER 665.

AN ACT to create sections 927—11 to 927—19, inclusive of the statutes, relating to issue of mortgage certificates by municipalities for the purchase or construction of public utilities.

The people of the State of Wisconsin, represented in Senate and Assembly, do enact as follows:

SECTION 1. There are added to the statutes nine new sections to read:

Municipal ownership of utilities; newspaper notice of ordinance for. SECTION 927—11. Any plant or equipment or any part thereof for the production, transmission, delivery or furnishing of heat, light, water or power may be constructed or acquired by any town, village or city as herein provided. Before any town, village or city shall construct or acquire any such plant or equipment or any part thereof, under this section, the common council, board of aldermen, the board of trustees, the town or village board or the governing body of such town, village or city shall authorize such acquisition or construction by a resolution or ordinance adopted at a regular meeting by a vote of at least a majority of the members elect. At least one week prior to such meeting the proposed resolution or ordinance shall be published in the official paper of the town, village or city or if no paper be published therein, such proposed resolution or ordinance shall be posted in four of the most public places in such town, city or village at least ten days prior to such meeting.

Cost payable by cash, bonds or mortgage. SECTION 927—12. Such resolution or ordinance shall prescribe the parts of the expense of such acquisition or construction to be paid out of the general fund of the city, or from the proceeds of bonds issued pursuant to law or from the proceeds of mortgage certificates issued as in this act provided.

Popular vote for and against. SECTION 927—13. Such resolution or ordinance shall also direct the town, village or city

clerk to call a special election for the purpose of submitting to the electors thereof the question of the acquisition or construction of such plant or equipment or part thereof in the manner provided in such resolution and to be paid for in the manner therein provided.

Notice of election; items. SECTION 927—14. The notice of such election shall state: (1) The purpose thereof; (2) the plant, equipment or part thereof it is proposed to acquire or construct; (3) the proposed manner of payment for the same; (4) the time and place of holding the election and the hours at which the polls will be opened and closed. Such notice shall be signed by the town, village or city clerk, and be published in one or more newspapers in the town, village or city for three successive weeks prior to the election; if no newspaper be published therein, such notice shall be posted in four of the most public places in the town, village or city, at least twenty days prior to the election.

Canvass and return; ballot form. SECTION 927—15. Such election shall be held and conducted and the results canvassed and certified as provided in section 943 of the statutes. The question shall be printed upon any ballot issued at such election in substantially the following form:

“Shall (designate plant, equipment or part thereof) be acquired or constructed and mortgage certificates (and) (or) (bonds) be issued therefor?

YES ☐

NO ☐

Comination of ballots. SECTION 927—16. When any such special election is held at the same time as a regular or special town, village or city election, then such form of ballot, instead of being separate may be printed upon the official, municipal or town ballot to be voted at such election.

Mortgage certificates; recital. SECTION 927—17. If the resolution or ordinance and the notice of election to the voters shall call for the issuing of mortgage certificates and if a majority of the ballots cast shall be in favor of such proposition, the chairman and clerk of the town, the president and clerk of the village, or the mayor and clerk of the city, as the case may

be, shall issue mortgage certificates for the purpose and to the amount stated, which certificates shall recite upon their face that the same are secured by a trust deed or mortgage upon the plant, equipment or part thereof so acquired or constructed and that no municipal liability is created thereby.

Certificates; interest, price, maturity. SECTION 927—18. Such mortgage certificates shall bear interest not to exceed six per cent. per annum, payable semi-annually, shall not be sold for less than par value, and shall be made payable at the option of such city in not less than five years from the date thereof and in not more than twenty years from the date thereof.

Mortgage on plant; provisions; default; re-issue. SECTION 927—19. To secure the payment of the principal and interest of such mortgage certificates, the chairman and clerk of the town, the president and clerk of the village, or the mayor and clerk of the city, as the case may be, shall execute to the purchasers of such mortgage certificates, or to a trustee, selected by the town, village or city by resolution or ordinance, a trust deed, or mortgage, in such manner and form as may be by such resolution or ordinance prescribed, upon the plant, equipment or part thereof acquired or constructed, and upon all future additions and extensions thereto, which trust deed or mortgage shall among other things provide: 1. That the lien of such trust deed or mortgage upon the property therein mentioned, and upon the income from such plant, equipment or part thereof shall be the only security which the holder of such mortgage certificates shall have, and that by such trust deed or mortgage and by such mortgage certificates, no municipal liability shall be created; (2) that the income derived from the operation of such plant, equipment or part thereof, over and above the actual and necessary running expenses and necessary repair shall be kept as a separate fund in the treasury of such town, village or city out of which fund the interest on such mortgage certificates shall be paid as in said mortgage certificates provided; (3) that out of the excess an amount not less than four per cent. of the face value of such mortgage certificates shall be annually set aside as a sinking fund, and invested as other sinking funds of such town, village or city are invested to meet the principal of such mortgage certificates at maturity, and that the income excess of such running expenses and repairs, interest and sinking fund, may be used for the extension and improvement of such

plant, equipment or part thereof, or otherwise as may be directed by ordinance or resolution; (4) that if any payment of interest due upon such certificates shall remain unpaid for a period of twelve months or if any part of such principal shall not be paid when due, the said mortgage or trust deed may be foreclosed as is provided by law for the foreclosure of other mortgages and trust deeds. Upon default in the payment of principal or interest, the holder or holders of such trust deed or mortgage, may, at his or their option, by a notice in writing served after such default, declare the whole amount secured by such trust deed or mortgage due and payable six months after the service of such notice, after which time such whole amount shall be so due and payable.

Any such town, village or city may issue new mortgage certificates in the manner hereinbefore provided secured in the same manner, to provide funds for the payment of the principal and interest upon any such mortgage certificates so defaulted, provided, that upon any reissue of such mortgage certificates the question shall not be required to be submitted to the electors whenever such re-issue shall be approved by a vote of not less than two-thirds of the town board, village board or common council as the case may be.

Upon any such re-issue which shall not be submitted to a vote of the electors, the rate of interest and times of payment shall be fixed within the limits specified in section 927—18.

Approved July 16, 1907.

No. 249, S.]

[Published June 24, 1907.]

CHAPTER 335.

AN ACT to authorize Wisconsin Valley Improvement company to construct, acquire and maintain a system of water reservoirs located on the tributaries of the Wisconsin river north of the south line of township thirty-four (34) north, for the purpose of producing a uniform flow of water in the Wisconsin river and its said tributaries, and thereby improving the navigation and other uses of said streams and diminishing the injury to property both public and private.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

Location of reservoirs; acquisition and protection of other franchises; Eagle river to be kept navigable; tolls. SECTION 1. Subject to the supervision and control hereinafter provided for, authority is hereby granted unto Wisconsin Valley Improvement company, in order to promote the purposes hereinafter set forth, to create, construct, acquire, maintain and operate a system of water reservoirs located in or along the Wisconsin river at points north of township forty (40) north, of range ten (10) east, and in or along any or all of the direct or indirect tributaries of the Wisconsin river that discharge into said river at any point north of the south line of township thirty-four (34) north, in this state, excepting that part of the Eagle river and lakes lying between the point where Eagle river enters Cranberry lake, in section thirty-one (31) township forty (40) north, of range eleven (11) east, and the Wisconsin river, and for that purpose said grantee may construct, acquire and maintain all such dams, booms, sluiceways, locks and other structures in, along or across any and all of said tributaries, not above excepted, and the said portion of the Wisconsin river, as may be necessary or reasonably convenient to accomplish the purposes of this grant, and may clean out, straighten, deepen or otherwise improve any of said tributaries, in order to improve the navigation thereof and of said Wisconsin river and prevent injury to property bordering on said waters. All franchises, other than corporate franchises, and all riparian rights and rights of flowage, either perfect or inchoate, acquired by purchase or grant, by any person or by any corpora-

tion organized to improve the navigation for any purpose, of either of said Wisconsin or Tomahawk rivers or any of their tributaries, not above excepted, shall be and hereby are made assignable to the Wisconsin Valley Improvement company, and shall be of the same force and effect in the possession and ownership of such assignee to accomplish the purposes of this act as the same may be before assignment to accomplish their original purpose. But this act shall not amend or repeal chapter 532 of the laws of 1887, nor chapter 252 of the laws of 1889, nor chapter 483 of the laws of 1905, nor chapter 26 of the laws of 1903, nor any amendment thereof, nor abridge the rights, powers or duties conferred by said acts, nor authorize the taking by the Wisconsin Valley Improvement company, by the power of eminent domain, of any property used under or pursuant to said acts, nor any other property devoted to public uses; except that the dam authorized by and now maintained under said chapter 532 of the laws of 1887 may be raised, or a new dam or dams which are hereby authorized, may be constructed and maintained, in and across the Eagle river between Long and Cranberry lakes at any convenient point or points in townships thirty-nine (39) and forty (40) north, of range eleven (11) east, so as to raise and hold the water in Long lake aforesaid six inches, and no more, higher than the high water mark to which the water has been customarily raised and held by means of said present dam; provided, however, that between May 1st and the succeeding November 1st of each year the waters shall not be drawn down in Long lake more than eighteen (18) inches below said present high water mark as established by said dam now constructed and maintained, and provided further that said Wisconsin Valley Improvement company shall prior to June 1st, 1909, by such dam or dams and by locks, marine slides or other safe and convenient means make and thereafter maintain the Eagle river between said Long and Cranberry lakes navigable for the safe and convenient passage of boats of all kinds and sizes up to and including boats fifty feet in length and of twelve foot beam and drawing five feet of water. Said Wisconsin Valley Improvement company shall have the right to charge and collect reasonable and uniform tolls for the passage of boats through and over said works proportioned to the size of the boat, not, however, exceeding in the aggregate the actual cost of the care, maintenance and operation of said locks, marine slides or other means of passage.

Purposes of reservoirs. SECTION 2. The said authority is granted for the purpose of producing as nearly a uniform flow of water as practicable in the Wisconsin and Tomahawk rivers through all seasons by holding back and storing up in said reservoirs the surplus water in time of great supply and discharging the same in times of drought and a scarcity of water, and thereby, and by other means, improving the navigation of said Wisconsin and Tomahawk rivers throughout their entire length, for boats, barges and other water craft, and for the running, driving, rafting, booming, storing, sorting and delivering of logs, timber and lumber, and other forest products, and for the purpose of improving the usefulness of said streams for all public purposes, and of diminishing the damage and injury by floods and freshets to property, both public and private, located along said waters. It shall be the duty of said Wisconsin Valley Improvement company to so manage, operate and maintain all of its said reservoirs and other works that the purposes aforesaid shall be accomplished to the greatest practicable extent and so that as nearly a uniform flow of water as practicable shall be maintained at all times and at all points on the said Wisconsin and Tomahawk rivers, and during the times when it may be found to be impracticable to maintain at the same time such uniform flow in the Wisconsin river, both below the north line of Lincoln county and above the same line, the portions of said streams above said line shall be given preference.

Condemnation proceedings. State lands. SECTION 3. For the purpose of creating, acquiring, maintaining and operating the dams and other works, authorized as aforesaid, and subject to the supervision and control hereinafter provided for, the Wisconsin Valley Improvement company excepting as herein otherwise excepted or provided, is hereby authorized to take and use any lands, riparian or other rights, that may be required for the creation, construction and maintenance of any and all reservoirs, dams and other structures and improvements that may be necessary to accomplish the purposes of this act, and whenever it cannot agree with the owner or owners of any such required lands, or other property, for the purchase thereof and for the compensation to be paid therefor, the said Wisconsin Valley Improvement company may acquire title to any such lands and other property above specified, or the right to use same for said purposes, by the exercise of the power of eminent domain under and in pursuance of sections 1777a, 1777b, 1777c and 1777d of the Wisconsin statutes of 1898 and the laws amend-

atory thereof and supplemental thereto, but the said company shall have no right to take or enter into possession or overflow any of the property condemned until it shall have first paid in the manner provided by section 1777c, the damages awarded.

And in case the possession or use of any such property shall be obtained by said Wisconsin Valley Improvement company, before acquiring the title thereto or the right to use thereof by purchase or condemnation, the owner or owners of the same property shall have the same right to institute proceedings for condemnation thereof and ascertainment of damages to be paid, as is granted by the aforesaid statutes relating to the exercise of eminent domain. In case any lands of the state of Wisconsin be required to be taken or overflowed for any of the purposes of this act the railroad commission of Wisconsin shall appraise and fix the damage to be caused by such taking or overflow, and the amount thereof shall be paid into the state treasury by the Wisconsin Valley Improvement company before the taking or overflow shall occur.

Tolls secured by license; other companies taxable therewith; railroad commission to regulate. SECTION 4. In case said Wisconsin Valley Improvement company shall improve any navigable tributary of the Wisconsin river not herein excepted or shall acquire the improvements or the control of the improvements of any river improvement company already operating on any such stream and shall so keep in repair and operate the works as to render the driving of logs and other floatables to the mouth of such tributary reasonably practicable and certain, it may charge and collect reasonable and uniform tolls upon all such logs, timber and other floatables driven or floated on said stream, and shall have all of the rights and remedies granted to river improvement companies by section 1777 of the Wisconsin statutes, and all amendments thereof, including the right of lien therein provided for, and shall be charged with all the duties and obligations imposed upon such river improvement companies under like circumstances.

When said Wisconsin Valley Improvement company shall have created or acquired and maintained in successful operation water reservoirs in accordance with this act, of a capacity sufficient to store up in times of abundance and retain and discharge in times of scarcity two billion cubic feet of water that would not be so stored up and retained by nature it shall, subject to the supervision and control hereinafter provided for, be entitled to charge, collect and receive reasonable and uniform

tolls from the owner or owners or lessee or lessees of each and every improved and operated water power located upon the Wisconsin river, or any tributaries thereof, below any said reservoirs and benefitted thereby, but not exceeding in the aggregate of all its revenues sufficient to pay all reasonable costs of operation and maintenance and a net annual return of six per cent on the cash capital actually paid in on stock subscriptions to the grantee. Said tolls shall be semi-annually fixed, ascertained and determined by the railroad commission of Wisconsin on or about the first day of July and the first day of January of each year, for the six months' period preceding each of said dates. Said tolls shall be fixed in proportion to the benefits conferred by the reservoir system upon each of the improved and operated water powers aforesaid. It shall be the duty of the grantee to employ competent hydraulic engineers to be selected by the railroad commission of Wisconsin to assist in determining the tolls to be charged as aforesaid and the expense thereof shall be treated as a part of the cost of maintenance and operation of said works. If any such improved water power be operated by a lessee or lessees under lease or contract made prior to the enactment and publication of this act, then such lessee or lessees shall be chargeable with the payment of such tolls; otherwise the same shall be paid by the owner or owners of the water power. Each water power liable to tolls as above provided which shall be operated two months or more during any six months' toll period shall be subject to toll for the whole of the same period; otherwise no toll for that period shall be chargeable..

Railroad commission, semi-annual reports to; hearings on tolls; appeals from. Tolls, use and enforcement. SECTION 5. On or before June 15th and December 15th of each year, said Wisconsin Valley Improvement company shall lay before the railroad commission of Wisconsin a statement showing all expenditures made or necessary to be made for the next six months' period next preceding July 1st and January 1st respectively of each year for maintenance and operation of such reservoir system, all capital stock of said company issued and then outstanding, the cash capital actually paid in, the storage capacity and location of each reservoir, and all reports and data obtained from engineers employed as provided in section four of this act and such other information and statements as the commission shall require, together with a recommendation of the amount of tolls necessary to pay such cost of maintenance and operation and a net return of six per cent. per annum on the

capital invested, and a recommendation as to the apportionment thereof against the owners or operators of improved powers in accordance with said section four. The railroad commission shall, thereupon, give to each water power operator proposed to be charged with tolls ten days' notice by mail of the amount of tolls recommended to be charged against him and of the time when and place where the railroad commission will hear objections to the proposed tolls. The railroad commission shall at the time appointed hear all objections made and may take evidence and make or cause to be made independent investigation of the validity of the same, and may adjourn, from time to time, and shall, as soon as practicable, on or about July 1st and January 1st of each year, determine and certify the amount of tolls to be collected from each water power operator for the period under consideration, and such tolls shall, thereupon be due and payable to the Wisconsin Valley Improvement company.

Any person in interest being dissatisfied with any order of the commission authorized to be made under this act, may commence an action in the circuit court of the county where the property affected is located, against the commission as defendant to vacate and set aside any such order within sixty days from the date of the mailing to such person of a copy of such order by the commission, on the ground that such order is unlawful or unreasonable, in which case the complaint shall be served with the summons. The commission shall immediately notify the said company by mail of the service of said complaint. Within twenty days after the mailing of such notice, to said company, the said company or said commission shall file its answer to said complaint and said action shall be at issue and stand ready for trial the same as any other action.

In all trials under this section the burden of proof shall be upon the plaintiff to show by clear and satisfactory evidence that the order of the commission complained of is unlawful or unreasonable as the case may be. Every party to said action, within sixty days after the service of a copy of the order of judgment of the circuit court may appeal to the supreme court.

No tolls shall be levied or used to pay for any part of the original construction or purchaser betterment of the reservoir system. The amount of such tolls shall be a lien upon the water power, dam, franchises and flowage rights of the person or corporation chargeable with such tolls and in case such tolls shall not be paid when due the person or corporation entitled to collect the same, shall be entitled to sue for and collect the same, by an action at law, or by a suit in equity for the foreclosure

and enforcement of said lien, and for sale of the property affected thereby pursuant to such judgment of foreclosure.

Forestry board to regulate constructions and flow. Railroad commission's approval of stock requisite. Separate sources for cost and maintenance. SECTION 6. No dam or reservoir not now in existence or heretofore authorized shall be constructed or created until the plan therefor, showing the form and location of the dam and a description of the lands to be overflowed thereby be first submitted to the state board of forestry and approved thereby, after first giving reasonable notice and opportunity to be heard, to all persons interested, by publication in one or more newspapers most likely to give such notice, or such other notice as the board shall deem advisable; nor shall any petition be filed for the condemnation of any property for the purposes of this act without first having attached thereto the approval in writing of said board. Said board shall cause the height to which the water may be raised by any dam to be marked by permanent monuments and bench marks and shall have supervision and control of the times and extent of the drawing of water from the reservoirs, and the power to compel the maintenance of all reservoirs established. They shall have authority to employ at the expense of said improvement company hydraulic engineers and other persons to assist them in obtaining the information necessary to a proper discharge of their duties, such expense to be treated as part of the cost of construction or maintenance and operation of the reservoir system. No capital stock of said improvement company shall be issued until the proposed issue thereof shall have been submitted to the railroad commission of Wisconsin and said commission shall have ascertained, determined and certified that the proposed issue will be in consideration of money or labor or property estimated at its true money value actually received by said company, equal to the par value thereof, and it shall be the duty of the said commission to act promptly on any such proposition submitted.. The money received by said company upon account of capital stock shall be used only in payment of the original cost of purchase, construction or betterment of the reservoir system and of the work preliminary thereto and necessary to prepare for or to determine upon the same; and all tolls collected as hereinbefore authorized shall be applied only to the payment of cost of maintenance and operation of the system and payment of the net return on capital

above provided for; to the end that the capital stock shall be maintained at par value at all times.

Fishways. Free passage of logs, etc. SECTION 7. All dams erected or required and maintained by the grantee shall be subject to all of the requirement of the statutes now in effect, and all that may be hereafter enacted relating to the providing of good and sufficient fishways in said dams, and shall be equipped with all necessary slides, chutes, guide booms and piers for the passage of logs and timber over or through the same.

This act a public act. SECTION 8. This act is hereby declared to be a public act and for the accomplishment of public purposes, and shall be favorably construed to the accomplishment of said purposes.

Repeal and amendment reserved; time for completion state may acquire. SECTION 9. The right is hereby reserved to the legislature to repeal or amend this act at any time; in case the Wisconsin Valley Improvement company shall not by the first day of January, 1909, have in operation reservoirs of the storage capacity of at least two billion cubic feet of water, then the rights and privileges granted by this act shall cease. The state of Wisconsin shall have the right at any time whenever it may have the constitutional power, to take over to itself and become the owner of all reservoirs and other works and property acquired by the Wisconsin Valley Improvement company, pursuant to this act, by paying therefor the cash capital actually paid on the capital stock of said company theretofore lawfully issued and outstanding or the actual value of the physical properties so taken over and without any allowance for franchises or good will of the business, and if such actual value cannot be agreed upon between the state and such owner, then the same shall be determined by the railroad commission of Wisconsin.

SECTION 10. This act shall take effect and be in force from and after its passage and publication.

Approved June 22, 1907.

PART VIII.

Rules of Practice Before the Commission.

IN CASES AND PROCEEDINGS UNDER CHAPTER 362, LAWS OF WISCONSIN FOR 1905.

I.

Public Sessions.

The general sessions of the Commission for hearing contested cases will be held at its office in the capitol in the city of Madison, on such days and at such hour as the Commission may designate.

When special sessions are held at other places, such regulations as may be necessary will be made by the Commission.

Sessions for receiving, considering, and acting upon petitions, applications, and other communications, and also for considering and acting upon any business of the Commission other than the hearing of contested cases, will be held at its said office daily when the Commission is in Madison.

II.

Parties to Cases.

Any person, firm, company, corporation, or association, mercantile, agricultural, or manufacturing society, body politic or municipal organization, or railroad, may complain to the Commission by petition, of anything done, or omitted to be done, in violation of the provisions of ch. 362, Laws of Wisconsin for 1905, as well as other laws of said state by any common

carrier or carriers subject to the provisions of said act or other acts. Where a complaint relates to the rates or practices of a single carrier, no other carrier need be made a party, but if it relates to matters in which two or more carriers, engaged in transportation by continuous carriage or shipment, are interested, the several carriers participating in such carriage or shipment are proper parties defendant.

Where a complaint relates to rates or practices of carriers operating different lines, and the object of the proceeding is to secure correction of such rates or practices on each of said lines, all the carriers operating such lines must be made defendants.

When the line of a carrier is operated by a receiver or trustee, both the carrier and its receiver or trustee should be made defendants in cases involving transportation over such line.

Persons or carriers not parties may petition in any proceeding for leave to intervene and be heard therein. Such petition granted on such application shall entitle the intervener to appear and be treated as a party to the proceeding, but no person, not a carrier, who intervenes in behalf of the defense, shall have the right to file an answer or otherwise become a party, except to have notice of and appear at the taking of testimony, produce and cross-examine witnesses, and be heard in person or by counsel on the argument of the case.

III.

Complaints.

Complaints of unlawful acts or practices by any common carrier, made in pursuance of section 12 of chapter 362, Laws of Wisconsin for the year 1905, must be by petition or complaint, setting forth briefly the facts claimed to constitute a violation of the law. The name of the carrier or carriers complained against must be stated in full, and the address of the petitioner, with the name and address of his attorney or counsel, if any, must appear upon the petition. The complainant must furnish as many copies of the petition as there may be parties complained against to be served.

The Commission will cause a copy of the petition, with notice to satisfy or answer the same within a specified time, to be served, personally or by mail in its discretion, upon each carrier complained against.

IV.

Answers.

A carrier complained against must answer within eight days from the date of the notice above provided for, but the Commission may, in a particular case, require the answer to be filed within a shorter time. The time prescribed in any case may be extended, upon good cause shown, by special order of the Commission. The original answer must be filed with the secretary of the Commission at its office in the city of Madison, and a copy thereof at the same time served, personally or by mail, upon the complainant, who must forthwith notify the secretary of its receipt. The answer must specifically admit or deny the material allegations of the petition, and also set forth the facts which will be relied upon to support any such denial. If a carrier complained against shall make satisfaction before answering, a written acknowledgment thereof, showing the character and extent of the satisfaction given, must be filed by the complainant, and in that case the fact and manner of satisfaction, without other matter, may be set forth in the answer. If satisfaction be made after the filing and service of an answer, such written acknowledgment must also be filed by the complainant, and a supplemental answer setting forth the fact and manner of satisfaction must be filed by the carrier.

V.

Notice in Nature of Demurrer.

A carrier complained against who deems the petition or complaint insufficient to show a breach of legal duty, may, instead of answering, or formally demurring, serve on the complainant notice of hearing on the petition; and in such case the facts stated in the petition will be deemed admitted. A copy of the notice must at the same time be filed with the secretary of the Commission. The filing of an answer, however, will not be deemed an admission of the sufficiency of the petition, but a motion to dismiss for insufficiency may be made at the hearing.

VI.

Service of Papers.

Copies of notices or other papers must be served upon the adverse party or parties, personally or by mail; and when any party has appeared by attorney, service upon such attorney shall be deemed proper service upon the party.

VII.

Affidavits.

Affidavits to any pleading or application may be made before any officer of the United States, or of any state or territory, authorized to administer oaths.

VIII.

Amendments.

Upon application of any party, amendments to any petition or answer, in any proceeding or investigation, may be allowed by the Commission in its discretion.

IX.

Adjournments and Extensions of Time.

Adjournments and extensions of time may be granted upon the application of any party in the discretion of the Commission.

X.

Stipulations.

The parties to any proceeding or investigation before the Commission may, by stipulation in writing filed with the secretary, agree upon the facts, or any portion thereof involved in the controversy, which stipulation shall be regarded and used as evidence on the hearing. It is desired that the facts be thus agreed upon whenever practicable.

XI.

Hearings.

Upon issue being joined by the service of an answer or notice of hearing on the petition, the Commission will assign a time and place for hearing the case, which will be at its office in the city of Madison, unless otherwise ordered. Witnesses will be examined orally before the Commission, unless their testimony be taken or the facts be agreed upon as provided for in these rules. The complainant must in all cases establish the facts alleged to constitute a violation of the law, unless the carrier complained against admits the same or fails to answer the petition. The carrier must also prove facts alleged in the answer, unless admitted by the petitioner, and fully disclose its defense at the hearing.

In case of failure to answer, the Commission will take such proof of the facts as may be deemed proper and reasonable, and make such order thereon as the circumstances of the case appear to require.

Cases shall be argued orally upon submission of the testimony, unless a different time shall be agreed upon by the parties or directed by the Commission, but oral argument may be omitted in the discretion of the Commission.

XII.

Depositions.

The testimony of any witness may be taken by deposition, at the instance of a party, in any proceeding or investigation before the Commission, and at any time after the same is at issue. The Commission may also order testimony to be taken by deposition, in any proceeding or investigation pending before it, at any state of such proceeding or investigation. Such depositions may be taken before any judge of any court of the United States, or any commissioner of a circuit, or any clerk of a district or circuit court, or any chancellor, justice, or judge of a supreme or superior court, mayor or chief magistrate of a city, judge of a county court, or court of common pleas of any of the United States, or any notary public, not being of counsel or attorney to either of the parties, or otherwise interested in the proceeding or investigation. The same notice of taking depositions that is required by the laws of Wisconsin in taking

depositions in civil cases must be given in writing by the party or his attorney proposing to take such deposition to the opposite party or his attorney of record, which notice shall state the name of the witness and the time and place of the taking of his deposition, and a copy of such notice shall be filed with the secretary.

When testimony is to be taken on behalf of a common carrier in any proceeding instituted by the Commission on its own motion, notice thereof in writing must be given by such carrier to the Commission itself, or to such person as may have been previously designated by the Commission to be served with such notice.

Every person whose deposition is taken shall be sworn (or may affirm, if he so request) to testify the whole truth, and shall be carefully examined. His testimony shall be reduced to writing, which may be typewriting, by the magistrate taking the deposition, or under his direction, and shall, after it has been reduced to writing, be subscribed by the witness.

XII

Witnesses and Subpoenas.

Subpoenas requiring the attendance of witnesses from any place in the state of Wisconsin to any designated place of hearing, for the purpose of taking the testimony of such witnesses orally before one or more members of the Commission, or by deposition before a magistrate authorized to take the same, will, upon the application of either party, or upon the order of the Commission directing the taking of such testimony be issued by any member of the Commission.

Subpoenas for the production of books, papers, or documents (unless directed to issue by the Commission upon its own motion) will only be issued upon application in writing. Applications to compel a party to the proceeding to produce books, papers, or documents need only set forth in a general way the books, papers, or documents desired to be produced, and that the applicant believes they will be of service in the determination of the case.

XIV.

Proposed Findings and Briefs.

Proposed findings embracing the material facts claimed to be established by the evidence, and referring to the particular part of the record relied upon to support each finding proposed, may be filed by each party. Printed or written arguments or briefs may be filed by any party. A copy of the proposed findings, brief, or argument filed on behalf of any party, must at the same time be served upon the adverse party or parties, personally or by mail, and notice of such service thereupon filed with the secretary of the Commission. The time within which proposed findings and printed or written arguments or briefs shall be filed in any case will be determined by the Commission upon submission of the testimony.

XV.

Rehearings.

Application for reopening a case after final submission, or for rehearing after decision made by the Commission, must be by petition, and must state specifically the grounds upon which the application is based. If such application be to reopen the case for further evidence, the nature and purpose of such evidence must be briefly stated, and the same must not be merely cumulative. If the application be for a rehearing, the petition must specify the findings of fact and conclusions of law claimed to be erroneous, with a brief statement of the grounds of error; and when any recommendation, decision, or order of the Commission is sought to be reversed, changed, or modified on account of facts and circumstances arising subsequent to the hearing, or of consequences resulting from compliance with such recommendation, decision, or order which are claimed to justify a reconsideration of the case, the matters relied upon by the applicant must be fully set forth. Such petition must be duly verified, and a copy thereof, with notice of the time and place when the application will be made, must be served upon the adverse party at least ten days before the time named in such notice.

XVI.

Printing of Pleadings, etc.

Pleadings, depositions, briefs, and other papers of importance, shall be printed or in typewriting, and when not printed only one side of the paper shall be used.

XVII.

Copies of Papers or Testimony.

Copies of any petition, complaint, or answer in any matter or proceeding before the Commission, or of any order, decision, or opinion by the Commission, will be furnished without charge, upon application to the secretary by any person or carrier party to the proceeding.

One copy of the testimony will be furnished by the Commission for the use of the complainant, and one copy for the use of the defendant, without charge; and when two or more complainants or defendants have appeared at the hearing, such complainants or defendants must designate to whom the copy for their use shall be delivered.

XVIII.

Compliance With Orders Against Carriers.

Upon the issuance of an order against any carrier or carriers, after hearing, investigation, and report by the Commission, such carrier or carriers must promptly, upon compliance with its requirements, notify the secretary that action has been taken in conformity with the order; and when a change in rates is required, such notice must be given in addition to the filing of a schedule or tariff showing such change in rates.

XIX.

Information to Parties.

The secretary of the Commission will, upon request, advise any party as to the form of petition, answer, or other paper

necessary to be filed in any case, and furnish such information from the files of the Commission as will conduce to a full presentation of facts material to the controversy.

XX.

Address of the Commission.

All complaints concerning anything done or omitted to be done by any common carrier, and all petitions or answers in any proceeding, or applications in relation thereto, and all letters and telegrams for the Commission, must be addressed, Railroad Commission of Wisconsin, Madison, Wisconsin, unless otherwise specially directed.

FORMS.

- No. 1.—Complaint against carrier.
- No. 2.—Answer.
- No. 3.—Notice by carrier under Rule V.
- No. 4.—Subpcena.
- No. 5.—Complaint against utility.
- No. 6.—Application for authority to increase rates.

other and further order as the Commission may deem necessary and just in the premises. (*Prayer may be varied so as to ask for the ascertainment of lawful rates or practices, and an order requiring the carrier to conform thereto. If reparation for any wrong or injury be desired the petitioner should state the nature and extent of the reparation he deems proper.*)

Dated at, this day of,
A. D. 190...

.....,
Petitioner.

No. 2.

Answer.

RAILROAD COMMISSION OF WISCONSIN.

.....
against

The Railway Company.

The above named defendant, for answer to the complaint in this proceeding, respectfully states—

I. That (*here follow the usual admissions, denials, and averments. Continue numbering each succeeding paragraph.*)

Wherefore the defendant prays that the complaint in this proceeding be dismissed.

THE RAILWAY COMPANY.

By E. F.,
(*Title of officer.*)

No. 3.

Notice by Carrier Under Rule V.

RAILROAD COMMISSION OF WISCONSIN.

.....
against

The Railway Company.

Notice is hereby given under Rule V of the Rules of Practice in proceedings before the Commission that a hearing is

desired in this proceeding upon the facts as stated in the complaint.

THE RAILWAY COMPANY.
By E. F.,
(Title of officer.)

No. 4.

Subpoena.

To,

You are hereby required to appear before in the matter of a complaint of against, as a witness on the part of, on the day of, 190., at o'clock .. m. at, and bring with you then and there

Dated

(Seal.)

.....,
Commissioner.

.....,

.....,

Attorney for

No. 5

Complaint Against Public Utility.

RAILROAD COMMISSION OF WISCONSIN.

.....
against

..... Company.

The petition of the above named respectfully shows:

1. (State occupation and place of business.)

.....

2. That the above named Company is a Public Utility, engaged in the at, in the State of Wisconsin, and that as such

public utility said Company is subject to the provisions of Chapter 499 of the laws of Wisconsin for the year 1907.

3. *(Here state concisely the matters intended to be complained of, numbering each succeeding paragraph.)*

.....

Wherefore, petitioner prays that the aforesaid
 Company be required to answer the charges herein, and that after due hearing and investigation an order be made commanding said Company to cease and desist from said violations of the acts referred to in said petition, and for such other and further order as the Commission may deem necessary and just in the premises. *(Prayer may be varied so as to ask for the ascertainment of lawful rates or practices, and an order requiring the utility to conform thereto. If reparation for any wrong or injury be desired the petitioner should state the nature and extent of the reparation he deems proper.)*

Dated this day of, A. D. 190..

.....,

Petitioner.

No. 6.

Application for Authority to Increase Rates.

RAILROAD COMMISSION OF WISCONSIN.

In the Matter of the Application of the

.....

Company for authority to increase rates.

The petition of the above named Company respectfully represents and shows:

1. That it is a corporation organized and doing business under the laws of the state of Wisconsin;

2. That its principal place of business is in Wisconsin, and that it is a public utility engaged in the management and operation of a in said, and that as such public utility it is subject to the provisions of Chapter 499, Laws of Wisconsin for 1907;

3. That under the provisions of Section 1797m—105 of said Chapter 499, Laws of Wisconsin for 1907, it is unlawful for any public utility doing business within the state of Wisconsin to demand, collect or receive a greater compensation for any service than the charge fixed by it on the lowest schedule of rates for the same service on the first day of April, 1907;

4. That on the said first day of April, 1907, it had in effect the following schedules of rates, tolls and charges:

.....

5. That it applies to this Commission for authority to increase its rates for the reason that

.....

6. That application is hereby made for authority to increase the rates of said applicant and to put in effect the following schedule:

.....

Wherefore, the said Company prays that after due hearing and investigation the Railroad Commission make an order granting the application herein and establishing the proposed rates of charge, or such rates of charge as it may find to be equitable in the premises.

Dated at, Wisconsin, this day of, 190..

.....,
 Petitioner.

ADDENDUM.

No. 283, S.]

[Published July 16, 1907.

CHAPTER 638.

AN ACT to create section 976s of the statutes, relating to eligibility to town, village or city offices.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION 1. There is added to the statutes a new section to read: Section 976s. No person shall be eligible to any town, village or city office who directly or indirectly has any pecuniary interest in any contract for furnishing heat, light, water, power or other public service to or for such town, village or city or the inhabitants thereof, or who is a stockholder in any corporation which has any such contract.

SECTION 2. Any such office shall become vacant upon the acquiring of any such interest by the person holding such office.

Approved July 15, 1907.

INDEX.

(For index to laws see page 730.)

ABBREVIATIONS USED IN THIS INDEX:

add. (under "Laws") = addition to Statutes.
amend. (under "Laws") = amending Statutes.
atty. = attorney.
Co. = Company.
Com. = Railroad Commission of Wis.
constr. = construction.
dept. = department.
equip. = equipment.
gen. = general.
incl. = including.
item. = itemized statement.
no. = number.
pub. util. = public utilities.
rep. = report.
R. R. = Railroad.
ry. = railway.
transport. = transportation.
w. l. = whole line.

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¹ Throughout this index, in all references to statistics, "1906" will be understood as meaning "for the year ending Dec. 31, 1906;" and, similarly, "1907" means "for the year ending June 30, 1907."

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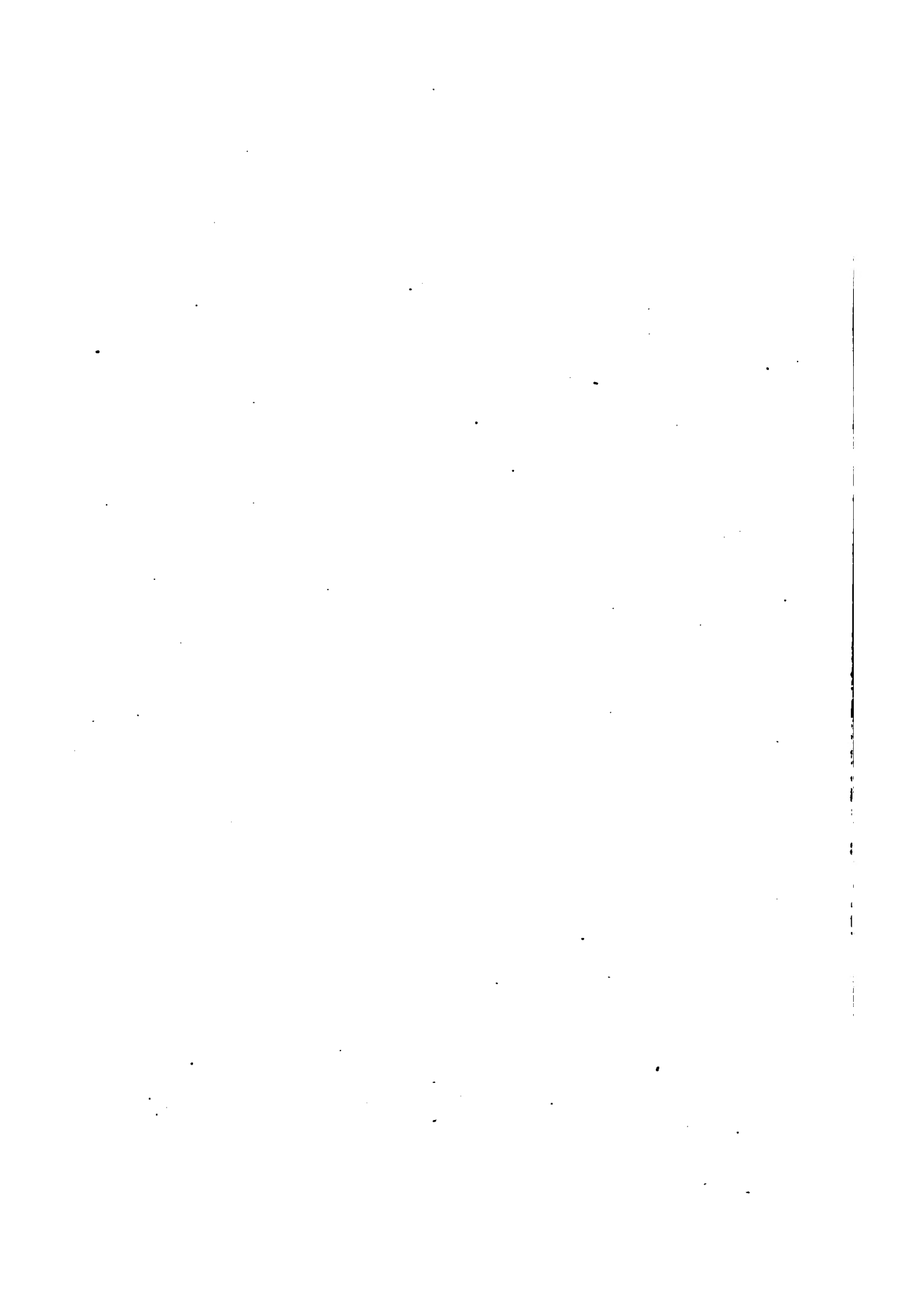
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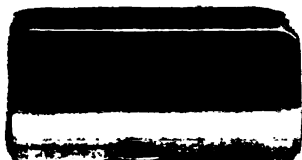
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